
1997 Annual Report

**35th and Halsted
Redevelopment Project Area**



**Pursuant to Mayor's
Executive Order 97-2**

June 30, 1998



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

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Chicago, Illinois 60602
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June 30, 1998

The Honorable Mayor Richard M. Daley, Members
of the City Council, and Citizens of the City of Chicago
City of Chicago
121 N. LaSalle Street
Chicago, Illinois 60602

Ladies and Gentlemen:

The attached information for the 35th and Halsted Redevelopment Project Area, along with 43 other individual reports, is presented pursuant to the Mayoral Executive Order 97-2 (Executive Order) regarding annual reporting on the City's tax increment financing (TIF) districts. The City's TIF program has been used to finance neighborhood and downtown improvements, leverage private investment, and create and retain jobs throughout Chicago.

Pursuant to the Executive Order, the Annual Report, presented in the form of the attached, will be filed with the City Clerk for transmittal to the City Council and be distributed in accordance with the Executive Order.

Sincerely,

Christopher R. Hill
Commissioner
Department of Planning and Development

Walter K. Knorr
Chief Financial Officer



June 30, 1998

Mr. Christopher R. Hill
Commissioner
Department of Planning and Development
121 N. LaSalle St.
Chicago, Illinois 60602

Commissioner Hill:

Enclosed is the required annual report for the 35th and Halsted Redevelopment Project Area, which we compiled at the direction of the Department of Planning and Development pursuant to the Mayor's Executive Order 97-2. The contents are based on information provided to us by the Chicago Departments of Planning and Development, Finance, and Law. We have not audited, verified, or applied agreed-upon procedures to the data contained in this report. Therefore, we express no opinion on its accuracy or completeness.

The report includes the City's data methodology and interpretation of Executive Order 97-2 in addition to required information. The tables in this report use the same lettering system as the Executive Order in order to allow the reader to locate needed information quickly.

It has been a pleasure to work with representatives from the Department of Planning and Development and other City departments.

Very truly yours,

Ernst & Young LLP

Ernst & Young LLP

35th and Halsted Redevelopment Project Area 1997 Annual Report

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35th and Halsted Redevelopment Project Area 1997 Annual Report

Purpose of Report:

The purpose of the Annual Report for the 35th and Halsted Redevelopment Project Area (Report) is to provide useful information to interested parties regarding the City of Chicago's (City) tax increment financing (TIF) districts in existence on December 31, 1997, as required by the Mayor's Executive Order 97-2 (Executive Order). This Report covers the 35th and Halsted Redevelopment Project Area (Project Area).

Methodology:

In the process of providing information about the Project Area, care was taken to follow the organization of the Executive Order to allow the reader to locate needed information in an efficient manner. Except to the extent that Section (h) also describes completed projects, the Report reflects only TIF economic activity during 1997. As outlined below, several assumptions were made concerning certain required information.

(a) General Description

The general boundaries of the Project Area were described and illustrated in a map. However, in order to provide ease of reading, only major boundary streets were identified. For exact boundaries, the interested reader should consult the legal description of the Project Area boundaries found in the Redevelopment Plan (Attachment).

(b) Date of Designation and Termination

For purposes of this Report, the date of termination is assumed to occur 23 years from the date of designation, the maximum duration currently allowed under the Tax Increment Allocation Redevelopment Act.

(c) Copy of Redevelopment Plan

The Redevelopment Plan, as amended (if applicable), for the Project Area is provided as the Attachment at the end of the Report.

35th and Halsted Redevelopment Project Area 1997 Annual Report

(d) Description of Intergovernmental and Redevelopment Agreements

Agreements related to the Project Area are either intergovernmental agreements between the City and another public entity or redevelopment agreements between the City and private sector entities interested in redeveloping all or a portion of the Project Area. The date of recording of Agreements with the Cook County Recorder of Deeds is included in Section (d) (if applicable).

(e) Description of TIF Projects

Section (e) describes each TIF project in the Project Area that has already received approval by the Community Development Commission. The amount budgeted for project costs and the estimated timetable were obtained from the Project Area's intergovernmental or redevelopment agreement, if such agreements exist. City tax increment project expenditures during 1997, tax increment project expenditures to date, and a description of all TIF financing was included in Section (e). This Report covers only those projects already approved by the Community Development Commission as of December 31, 1997, and which received TIF financing during 1997. Those projects in discussion, pre-proposal stage with a developer, or being reviewed by Community Development Commission staff are not "projects" for purposes of the Report.

(f) Description of all TIF Debt Instruments

Descriptions of all TIF debt instruments in Section (f) were obtained from the City. It should be noted that debt instruments issued without a security pledge of incremental taxes or direct payments from incremental taxes for principal and interest were not included in Section (f). Such instruments do not qualify as TIF debt instruments as defined by the Executive Order.

(g) Description of City Contracts

Section (g) provides a description of City contracts paid with incremental property tax revenues in 1997. For purposes of the Report, "prior calendar year" as defined in the Executive Order means 1997. Section (g) does not cover payments for services related to TIF projects previously reported in Section (e).

City contracts related to the Project Area are defined as those contracts paid from TIF funds, not related to a specific TIF project, and not elsewhere reported. Items include but are not limited to

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payments for work done to acquire, dispose of, or lease property within an area, or payments to appraisers, surveyors, consultants, marketing agents, and other professionals. These services may affect more than one project in a Project Area and are not otherwise reported. Section (g) does not report such non-contractual cost items as Recorder of Deeds filing fees, postage, telephone service, etc. City contracts may include term agreements which are city-wide, multi-year contracts that provide goods or services for various City departments.

(h) Summary of Private and Public Investment Activity

Section (h) describes each TIF project in the Project Area that has an executed intergovernmental or redevelopment agreement as of December 31, 1997, or that has been approved by the Community Development Commission as of December 31, 1997.

The investment activity reported is based on data for projects described in the intergovernmental or redevelopment agreements and any additional data available to the Commissioner of Planning and Development. Private and public investments are estimated in Section (h) on a completed project basis. The Report contains only the final ratio of private/public investment for each TIF project. Other private investment activity is estimated based on the best information available to the Commissioner of Planning and Development.

(i) Description of Property Transactions

Information regarding property transactions is provided in Section (i), to the extent the City took or divested title to real property or was a lessor or lessee of real property within the Project Area.

(j) Financial Summary Prepared by the City Comptroller

Section (j) provides a 1997 financial summary for the Project Area audited by an independent certified public accounting firm. These statements were prepared in accordance with generally accepted accounting principles.

(k) Description of Tax Receipts and Assessment Increments

Information concerning 1997 tax receipts and assessments associated with the Project Area is provided in Section (k). The amount of incremental property tax equals the incremental EAV from the prior year multiplied by the applicable property tax rates. Actual receipts may vary due

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to delinquencies, sale of prior years' taxes, and payment of delinquencies. See the financial report for actual receipts.

(l) Certain Contracts of TIF Consultants

Section (l) provides information about contracts, if any, between the TIF consultant who was paid by the City for assisting to establish the Project Area and any entity that has received or is currently receiving payments financed by tax increment revenue from the Project Area. The contents of Section (l) are based on responses to a mail survey. This survey was sent to every consultant who has prepared at least one redevelopment plan for the establishment of a redevelopment project area within the City, as of December 31, 1997.

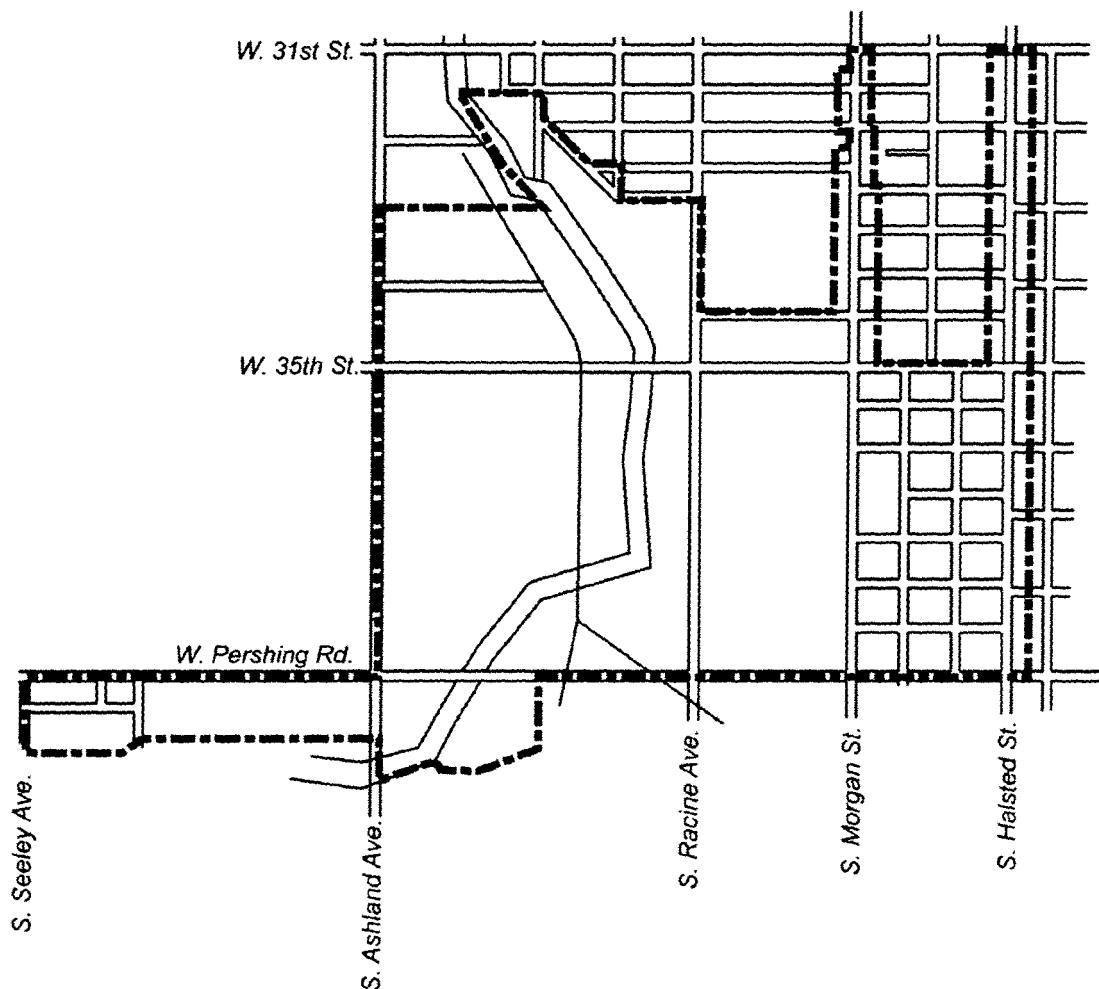
(m) Compliance Statement Prepared by an Independent Public Accountant

As part of the audit procedures performed by independent accountants, certain compliance tests were performed related to the Project Area. Included in the Annual Report is an audit opinion indicating compliance or non-compliance with the Illinois Tax Increment Allocation Redevelopment Act or the Illinois Industrial Jobs Recovery Law, as appropriate. Section (m) provides this statement.

35th and Halsted Redevelopment Project Area 1997 Annual Report

(a) GENERAL DESCRIPTION

The Project Area is located on the southwest side of the City of Chicago, approximately four miles from the Central Business District. The Project Area is generally bounded by West 31st and West 35th Streets on the north, South Halsted on the east, West Pershing Road on the south, and South Ashland Avenue on the west. The map below illustrates the location and general boundaries of the Project Area. For precise boundaries, please consult the legal description in the Redevelopment Plan (Attachment).



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(b) DATE OF DESIGNATION AND TERMINATION

The Project Area was designated by the Chicago City Council on January 14, 1997. The Project Area may be terminated no later than January 14, 2020.

(c) COPY OF REDEVELOPMENT PLAN

The Redevelopment Plan for the Project Area, as amended (if applicable), is contained in this Report (Attachment).

(d) DESCRIPTION OF INTERGOVERNMENTAL AND REDEVELOPMENT AGREEMENTS

Information pertaining to executed intergovernmental and redevelopment agreements is provided in Table D below. A description of intergovernmental and redevelopment agreements executed in connection with the Project Area, naming parties, dates of authorization by the City Council, dates of execution, and dates of recording in the office of the Cook County Recorder of Deeds (if applicable), is included. **During 1997, no such agreements existed for the Project Area.**

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(e) DESCRIPTION OF TIF PROJECT(S)

Section (e) contains the required information as outlined in the Executive Order about each TIF project which has received TIF financing during the most recently concluded prior calendar year (1997). A description of each TIF project approved by the Community Development Commission or currently under way within the Project Area is included in Section (e). The section specifically notes:

- 1) the nature of the project;
- 2) the budgeted project cost and the amount of TIF assistance allocated to the project;
- 3) the estimated timetable, and a statement of any change in the estimate during the prior calendar year;
- 4) total City tax increment project expenditures during the prior calendar year and total City tax increment project expenditures to date;
- 5) a description of all TIF financing, including type, date, terms, amount, project recipient, and purpose of project financing.

During 1997, there were no tax increment project expenditures for the Project Area. Therefore, no information was provided for this section.

**35th and Halsted Redevelopment Project Area
1997 Annual Report**

(f) DESCRIPTION OF TIF DEBT INSTRUMENTS

Section (f) contains TIF debt information for the Project Area as outlined in the Executive Order:

- 1) the principal dollar amount of TIF debt instruments;
- 2) the date, dollar amount, interest rate and security of each sale of TIF debt instruments, and type of instrument sold;
- 3) the underwriters and trustees of each sale;
- 4) the amount of interest paid from tax increment during the prior calendar year (1997);
- 5) the amount of principal paid from tax increment during the prior calendar year (1997).

As of December 31, 1997, there were no TIF debt instruments outstanding for the Project Area.

**35th and Halsted Redevelopment Project Area
1997 Annual Report**

(g) DESCRIPTION OF CITY CONTRACTS

The following Table G provides the required information as outlined in the Executive Order pertaining to City contracts related to the Project Area. The section contains a description of each City contract related to the Project Area and executed or in effect during the prior calendar year. In addition, the date, names of all contracting parties, purpose, amount of compensation, and percentage of compensation paid is included in the table. This Section (g) does not apply to any contract or contract expenditure reported under (e)(5) of Section 4 of the Executive Order.

City contracts related to the Project Area are defined as those contracts paid from TIF funds, not related to a specific TIF project, and not elsewhere reported. Items include but are not limited to payments for work done to acquire, dispose of, or lease property within a Project Area, or payments to appraisers, surveyors, consultants, marketing agents, and other professionals. These services may affect more than one project in a Project Area and are not otherwise reported. Section (g) does not report such non-contractual cost items as Recorder of Deeds filing fees, postage, telephone service, etc. City contracts include term agreements which are city-wide, multi-year contracts that provide goods or services for various City departments.

**TABLE G
DESCRIPTION OF CITY CONTRACTS RELATED TO THE PROJECT AREA**

| <u>CONTRACTING PARTIES WITH THE CITY OF CHICAGO</u> | <u>DATE OF EXECUTION</u> | <u>PURPOSE</u> | <u>AMOUNT OF COMPENSATION PAID IN 1997</u> | <u>PERCENT OF COMPENSATION PAID TO DATE</u> |
|---|--------------------------|---|--|---|
| Louik/Schneider & Assoc. | Term Agreement | TIF Desig. Consultants | \$8,369 | 100% |
| S.B. Friedman & Co. | Term Agreement | Development Consultant | \$3,325 | 100% |
| HNTB | Term Agreement | Acquisition Surveys | \$6,917 | 100% |
| City TIF Administration | 1997 | Cost of Implementation and Administration | \$38 | 100% |
| Chicago Title Insurance Co. | 1997 | Acquisition Costs | \$15,450 | 100% |

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(h) SUMMARY OF PRIVATE AND PUBLIC INVESTMENT ACTIVITY

The following Table H provides the required information as outlined in the Executive Order pertaining to private investment activity, job creation, job retention, and the ratio of private to public investment. It describes each TIF project in the Project Area that has an executed intergovernmental or redevelopment agreement as of December 31, 1997, or that has been approved by the Community Development Commission as of December 31, 1997.

To the extent this information is available to the Commissioner of Planning and Development on a completed project basis, the table provides a summary of private investment activity, job creation, and job retention within the Project Area, and a summary for each TIF project within the Project Area.

The Report contains only the final ratio of private/public investment for each TIF project. The private investment activity reported includes data from the intergovernmental or redevelopment agreement(s) and any additional data available to the Commissioner of Planning and Development. Other private investment activity is estimated based on the best information available to the Commissioner of Planning and Development.

TABLE H
DESCRIPTION OF PRIVATE INVESTMENT ACTIVITY, JOB RETENTION, JOB CREATION,
AND RATIO OF PRIVATE TO PUBLIC INVESTMENT IN THE PROJECT AREA

| <u>NAME OF TIF PROJECT</u> | <u>JOB CREATION</u> | <u>JOB RETENTION</u> | <u>PRIVATE INVESTMENT ACTIVITY</u> | <u>PUBLIC INVESTMENT</u> | <u>RATIO OF PRIVATE/PUBLIC INVESTMENT</u> |
|--------------------------------|-------------------------|--------------------------|--|------------------------------|---|
| Trippe Manufacturing Co. | N.A. (1) | 370 | \$7,390,000 | \$1,600,000 | 4.62 |
| Miracle L.L.C. | 250 | N.A. (1) | \$17,050,000 | \$1,650,000 | 10.33 |
| | | TOTAL | \$24,440,000 | \$3,250,000 | 7.52 |

(1) N.A. - not applicable.

Note: Data gathered by an independent consultant to the City, with the assistance of City staff.

35th and Halsted Redevelopment Project Area 1997 Annual Report

(i) DESCRIPTION OF PROPERTY TRANSACTIONS

The Executive Order requires information pertaining to property transactions occurring within the Project Area, to the extent the City took or divested title to real property or was a lessor or lessee of real property within the Project Area. Specifically, the Executive Order requires descriptions of the following property transactions occurring within the TIF area during the prior calendar year (1997):

- 1) every property acquisition by the City through expenditure of TIF funds, including the location, type and size of property, name of the transferor, date of transaction, the compensation paid, and a statement whether the property was acquired by purchase or by eminent domain;
- 2) every property transfer by the City as part of the redevelopment plan for the Project Area, including the location, type and size of property, name of the transferee, date of transaction, and the compensation paid;
- 3) every lease of real property to the City, if the rental payments are to be made from TIF funds. Information shall include the location, type and size of property, name of lessor, date of transaction, duration of lease, purpose of rental, and the rental amount;
- 4) every lease of real property by the City to any other person as part of the redevelopment plan for the area. Information shall include the location, type and size of property, name of lessor, date of transaction, duration of lease, purpose of rental, and the rental amount.

As mentioned above, the Executive Order requires reporting of property transactions occurring within the Project Area, to the extent the City took or divested title to real property or was a lessor or lessee of real property within the Project Area. **However, the City did not take or divest title to real property within the Project Area during 1997. Additionally, the City was not a lessor or lessee of real property within the Project Area during 1997.**

**35th and Halsted Redevelopment Project Area
1997 Annual Report**

(j) FINANCIAL SUMMARY PREPARED BY THE CITY COMPTROLLER

The audited financial statements provide the required information as outlined in the Executive Order pertaining to financial aspects of the Special Tax Allocation Fund for the Project Area. These statements include:

- 1) the balance in the fund for the Project Area at the beginning of the prior calendar year;
- 2) cash receipts by source and transfers, deposited into the fund during the prior calendar year;
- 3) transfer credits into the fund for the Project Area during the prior calendar year;
- 4) expenditures and transfers from the fund, by statutory category, for the Project Area during the prior calendar year;
- 5) the balance in the fund for the Project Area at the conclusion of the prior calendar year.

CITY OF CHICAGO, ILLINOIS
35TH AND HALSTED
REDEVELOPMENT PROJECT

FINANCIAL REPORT

DECEMBER 31, 1997

CITY OF CHICAGO, ILLINOIS

35TH AND HALSTED REDEVELOPMENT PROJECT

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BANSLEY AND KIENER, L.L.P.

CERTIFIED PUBLIC ACCOUNTANTS

125 SOUTH WACKER DRIVE

CHICAGO, ILLINOIS 60606-4496

AREA CODE 312 263-2700

INDEPENDENT AUDITOR'S REPORT

The Honorable Richard M. Daley, Mayor
Members of the City Council
City of Chicago, Illinois

We have audited the accompanying balance sheet of the 35th and Halsted Redevelopment Project of the City of Chicago, Illinois, as of December 31, 1997, and the related statement of revenues, expenditures and changes in fund balance for the year then ended. These financial statements are the responsibility of the City of Chicago's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with generally accepted auditing standards. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the 35th and Halsted Redevelopment Project of the City of Chicago, Illinois, as of December 31, 1997, and the results of its operations and changes in fund balance for the year then ended in conformity with generally accepted accounting principles.

Our audit was conducted for the purpose of forming an opinion on the financial statements taken as a whole. The schedule of cash activities on page 6 and the schedule of expenditures by statutory code on page 7, which are also the responsibility of the City of Chicago's management, are presented for purposes of additional analysis and are not a required part of the financial statements of 35th and Halsted Redevelopment Project of the City of Chicago, Illinois. Such additional information has been subjected to the auditing procedures applied in the audit of the financial statements and, in our opinion, is fairly stated in all material respects when considered in relation to the financial statements taken as a whole.

Bansley and Kiener, L.L.P.

Certified Public Accountants

April 28, 1998

CITY OF CHICAGO, ILLINOIS
35TH AND HALSTED REDEVELOPMENT PROJECT

BALANCE SHEET
DECEMBER 31, 1997

A S S E T S

| | |
|-----------------------------|--------------------|
| Cash and investments | \$1,773,556 |
| Property taxes receivable | 25,000 |
| Accrued interest receivable | <u>24,443</u> |
| Total assets | <u>\$1,822,999</u> |

LIABILITIES AND FUND BALANCE

| | |
|------------------------------------|--------------------|
| Deferred revenue | \$ 24,969 |
| Vouchers payable | 475 |
| Due to other City funds | <u>38</u> |
| Total liabilities | 25,482 |
| Fund balance | <u>1,797,517</u> |
| Total liabilities and fund balance | <u>\$1,822,999</u> |

The accompanying notes are an integral part of the financial statements.

CITY OF CHICAGO, ILLINOIS
35TH AND HALSTED REDEVELOPMENT PROJECT

STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE
YEAR ENDED DECEMBER 31, 1997

| | |
|---|--------------------|
| Revenues | |
| Property tax | \$ 1,194 |
| Interest | <u>86,936</u> |
| Total revenues | 88,130 |
| Expenditures | |
| Capital projects | <u>34,231</u> |
| Revenues over expenditures | 53,899 |
| Other financing sources | |
| Operating transfers in (Note 2) | <u>1,743,618</u> |
| Revenues and other financing sources over expenditures | 1,797,517 |
| Fund balance, beginning of year | <u>-</u> |
| Fund balance, end of year | <u>\$1,797,517</u> |

The accompanying notes are an integral part of the financial statements.

CITY OF CHICAGO, ILLINOIS
35TH AND HALSTED REDEVELOPMENT PROJECT

NOTES TO FINANCIAL STATEMENTS

Note 1 - Summary of Significant Accounting Policies

Description of Project

The 35th and Halsted Tax Increment Redevelopment Project Area (Project) was established in January 1997. The area has been established to finance improvements, leverage private investment and create and retain jobs. Reimbursements, if any, are made to the developer as public improvements are completed and pass City inspection.

Basis of Accounting

The Project is accounted for within the special revenue funds of the City.

The financial statements are prepared on the modified accrual basis of accounting and current financial resources measurement focus with only current assets and liabilities included on the balance sheet. Under the modified accrual basis of accounting, revenues are recorded when susceptible to accrual, i.e., both measurable and available to finance expenditures of the current period. Available means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. Expenditures are recorded when the liability is incurred.

Management's Use of Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Illinois Tax Increment Redevelopment Allocation Act Compliance

The Project's expenditures include reimbursements for various eligible costs as described in subsection (q) of Section 11-74.4-3 of the Illinois Tax Increment Redevelopment Allocation Act and the Redevelopment Agreement relating specifically to the Project. Eligible costs include but are not limited to survey, property assembly, rehabilitation, public infrastructure, financing and relocation costs.

CITY OF CHICAGO, ILLINOIS
35TH AND HALSTED REDEVELOPMENT PROJECT

NOTES TO FINANCIAL STATEMENTS
(Continued)

Note 1 - Summary of Significant Accounting Policies (Continued)

Cash and Investments

Cash belonging to the City is generally deposited with the City Treasurer as required by the Municipal Code of Chicago. The City Comptroller issues warrants for authorized City expenditures which represent a claim for payment when presented to the City Treasurer. Payment for all City warrants clearing is made by checks drawn on the City's various operating bank accounts.

The City Treasurer and City Comptroller share responsibility for investing in authorized investments. Interest earned on pooled investments is allocated to participating funds based upon their average combined cash and investment balances. Investments are stated at cost or amortized cost, which approximates market value.

Property Taxes

Property taxes are susceptible to accrual recognized as a receivable in the year levied. Revenue recognition is deferred unless the taxes are received within 60 days subsequent to year-end.

Note 2 - Operating Transfers In

During 1997 in accordance with state statutes, the Project received \$1,743,618 from the contiguous Stockyards Northwest Quadrant Redevelopment Project for the acquisition and redevelopment of property within the Project area.

SUPPLEMENTARY INFORMATION

SCHEDULE OF CASH ACTIVITIES
YEAR ENDED DECEMBER 31, 1997

| | |
|--|--------------------|
| Cash flows from operating activities | |
| Property taxes received | \$ 1,163 |
| Payments for capital projects | (33,718) |
| Interest received | 62,493 |
| Operating transfers in | <u>1,743,618</u> |
| Increase (decrease) in cash and investments | 1,773,556 |
| Cash and investments, beginning of year | <u> -</u> |
| Cash and investments, end of year | <u>\$1,773,556</u> |
| | |
| Reconciliation of revenues and other financing sources over expenditures to net cash provided by operating activities | |
| Revenues and other financing sources over expenditures | \$1,797,517 |
| Adjustments to reconcile revenues and other financing sources over expenditures to net cash provided by operating activities | |
| Changes in assets - (increase) | |
| Property tax receivable | (25,000) |
| Accrued interest receivable | (24,443) |
| Changes in liabilities - increase | |
| Deferred revenue | 24,969 |
| Vouchers payable | 475 |
| Due to other City funds | <u>38</u> |
| | <u>\$1,773,556</u> |

SCHEDULE OF EXPENDITURES BY STATUTORY CODE

Code Description

| | |
|--|-----------------|
| Costs of studies, surveys, development of plans and specifications, implementation and administration of the redevelopment plan including but not limited to staff and professional service costs for architectural, engineering, legal, marketing | \$11,864 |
| Costs of property assembly, including but not limited to acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, and the clearing and buildings, and the clearing and grading of land | <u>22,367</u> |
| | <u>\$34,231</u> |

35th and Halsted Redevelopment Project Area 1997 Annual Report

(k) DESCRIPTION OF TAX RECEIPTS AND ASSESSMENT INCREMENTS

The following Table K provides the required statement of tax receipts and assessment increments for the Project Area as outlined in the Executive Order. The amount of incremental property tax equals the incremental EAV from the prior year multiplied by the applicable property tax rates. Actual receipts may vary due to delinquencies, sale of prior years' taxes, and payment of delinquencies. See the financial report for actual receipts. The table provides the following information:

- 1) for a sales tax Project Area, the municipal sales tax increment and state sales tax increment deposited in the fund during the prior calendar year;
- 2) for a utility tax Project Area, the municipal utility tax increment and the net state utility tax increment amount deposited in the special allocation fund during the prior calendar year;
- 3) for a property tax Project Area, (A) the total initial equalized assessed value of property within the Project Area as of the date of designation of the area, and (B) the total equalized assessed value of property within the Project Area as of the most recent property tax year;
- 4) the dollar amount of property taxes on property within the Project Area attributable to the difference between items (3)(A) and (3)(B) of this Section (k).

All terms used in Section (k) relating to increment amounts and assessed value are construed as in Section 9 of the Illinois Tax Increment Allocation and Redevelopment Act or the Illinois Industrial Jobs Recovery Law.

**35th and Halsted Redevelopment Project Area
1997 Annual Report**

**TABLE K
DESCRIPTION OF TAX RECEIPTS AND ASSESSMENT INCREMENTS**

| <u>YEAR</u> | <u>MUNICIPAL SALES TAX INCREMENT</u> | <u>STATE SALES TAX INCREMENT</u> | <u>MUNICIPAL UTILITY TAX INCREMENT</u> | <u>NET STATE UTILITY TAX INCREMENT</u> | <u>INITIAL EAV</u> | <u>TOTAL 1996 EAV</u> | <u>TOTAL INCREMENTAL PROPERTY TAXES 1996</u> |
|-------------|--|--|--|--|------------------------|-------------------------------|--|
| 1997 | N.A. (1) | N.A. (1) | N.A. (1) | N.A. (1) | \$80,340,931 | \$75,248,489 | \$1,167 |

(1) N.A. - not applicable.

**35th and Halsted Redevelopment Project Area
1997 Annual Report**

(I) CERTAIN CONTRACTS OF TIF CONSULTANTS

Table L provides information about contracts, if any, between the TIF consultant who was paid by the City for assisting to establish the Project Area and any entity that has or is currently receiving payments financed by tax increment revenues from the Project Area. The contents of Table L are based on responses to a mail survey. This survey was sent to every consultant who has prepared at least one redevelopment plan for the establishment of a redevelopment project area within the City, as of December 31, 1997. The Executive Order specifically applies to contracts that the City's tax increment advisors or consultants, if any, have entered into with any entity that has received or is receiving payments financed by tax revenues produced by the same Project Area.

**TABLE L
DESCRIPTION OF EXTERNAL CONTRACTS RELATED TO THE AREA - CITY TIF CONSULTANTS**

| <u>NAME OF CITY TIF CONSULTANT OR ADVISOR</u> | <u>CLIENT RECEIVING TIF ASSISTANCE</u> | <u>NATURE OF SERVICE PROVIDED TO CLIENT</u> |
|--|---|--|
| Louik/Schneider | None | N.A. (1) |

(1) N.A. - not applicable.

35th and Halsted Redevelopment Project Area 1997 Annual Report

(m) COMPLIANCE STATEMENT PREPARED BY AN INDEPENDENT PUBLIC ACCOUNTANT

For the Project Area's Special Tax Allocation Fund, this Report provides a certified audit report reviewing compliance with the Illinois Tax Increment Allocation Redevelopment Act or the Illinois Industrial Jobs Recovery Law, as appropriate. The audit was performed by an independent public accountant, certified and licensed by the State of Illinois, and in accordance with generally accepted auditing standards established by the American Institute of Certified Public Accountants. The Report contains a statement from the accountant indicating compliance or non-compliance with the Illinois Tax Increment Allocation Redevelopment Act or the Illinois Industrial Jobs Recovery Law, as appropriate.

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INDEPENDENT AUDITOR'S REPORT

The Honorable Richard M. Daley, Mayor
Members of the City Council
City of Chicago, Illinois

We have audited, in accordance with generally accepted auditing standards, the balance sheet of 35th and Halsted Redevelopment Project of the City of Chicago, Illinois as of December 31, 1997, and the related statement of revenues, expenditures and changes in fund balance for the year then ended, and have issued our report thereon dated April 28, 1998.

In connection with our audit, nothing came to our attention that caused us to believe that the Project failed to comply with the regulatory provisions in Subsection (q) of Section 11-74.4-3 of the Illinois Tax Increment Allocation Redevelopment Act and Subsection (o) of Section 11-74.6-10 of the Illinois Industrial Jobs Recovery Law as they relate to the eligibility for costs incurred incidental to the implementation of the 35th and Halsted Redevelopment Project of the City of Chicago, Illinois.

This report is intended for the information of the City of Chicago's management. However, this report is a matter of public record, and its distribution is not limited.

Bansley and Kiener, L.L.P.

Certified Public Accountants

April 28, 1998

**35th and Halsted Redevelopment Project Area
1997 Annual Report**

**ATTACHMENT
REDEVELOPMENT PLAN**

CITY OF CHICAGO

35TH/HALSTED REDEVELOPMENT PROJECT AREA

TAX INCREMENT FINANCE PROGRAM

REDEVELOPMENT PLAN AND PROJECT

*Passed
City Council
January 14, 1997*

**CITY OF CHICAGO
RICHARD M. DALEY
MAYOR**

JULY 9, 1996

**PREPARED BY
LOUIKSCHNEIDER & ASSOCIATES, INC.**

**REDEVELOPMENT PLAN AND PROJECT FOR
35TH/HALSTED REDEVELOPMENT PROJECT AREA
TAX INCREMENT FINANCING PROGRAM**

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I. INTRODUCTION

The 35th/Halsted Redevelopment Project Area (hereafter referred to as the "Redevelopment Project Area") is located on the near southwest side of the city of Chicago, approximately three to four miles from the central business district; much of it is encompassed by the Stockyards Industrial Corridor. The Redevelopment Project Area comprises approximately 518 acres and includes 63 (full and partial) city blocks. It is generally bounded by 31st and 35th Streets on the north; property fronting Morgan Street and Halsted Street, and the alley between Halsted and Emerald Streets on the east; Pershing Road on the south; and Ashland and Damen Avenues on the west. The boundaries of the Redevelopment Project Area are shown on Map 1, *Redevelopment Project Boundary*.

The Redevelopment Project Area is located within a larger community that was once a major industrial center that included the Union Stock Yards and the Central Manufacturing District (CMD). Its development patterns reflect these earlier land uses. Today, the Redevelopment Project Area still contains primarily industrial, residential, commercial, and institutional land uses. It continues to be well suited for these types of land applications.

The Redevelopment Project Area is well situated within the broader community. It is located near the city's central business district and in proximity to an excellent regional surface transportation network. The Dan Ryan Expressway (Interstate 90/94) is located less than a mile east of the Redevelopment Project Area with access points at both 35th Street and Pershing Road. Through the use of Pershing Road, 31st Street, 35th Street, Ashland Avenue, and Damen Avenue, the Stevenson (Interstate 55) and the Eisenhower (Interstate 290) expressways are located within two to four miles, respectively, from the Redevelopment Project Area.

The major local access routes serving the Redevelopment Project Area include Pershing Road, 31st Street, 35th Street, Halsted Street, and Ashland Avenue. Additionally, the Redevelopment Project Area is well served by public transportation making the site easily accessible to the local work force. The CTA maintains a station nearby at 35th Street on the rapid transit line that runs along the Dan Ryan Expressway, and at Archer Avenue and Halsted Street along the southwest rapid transit line. Also, public transportation is available via CTA buses along Pershing Road, 31st Street, 35th Street, Halsted Street, and Ashland Avenue.

While the Redevelopment Project Area has certain assets, its liabilities are significant and have inhibited the area's overall redevelopment (Exhibit 1). Much of the Redevelopment Project Area is characterized by:

- vacant land;
- vacant buildings, many of which are obsolete due to their old age and design (i.e., multi-story/single-user);
- outmoded platting;
- excessive building bulk and density on some parcels;

- incompatible land uses;
- underutilized property;
- inadequate infrastructure;
- poor property maintenance; and/or
- unused or abandoned railroad rights-of-way.

Consequently, much of the Redevelopment Project Area is in need of redevelopment and/or revitalization. Through the assembly of property and the use of public incentives, large-scale redevelopment and revitalization can be achieved.

Recognizing the redevelopment potential of the Redevelopment Project Area, the City of Chicago is taking action to facilitate its revitalization. The City recognizes that the trend of physical deterioration, obsolescence, depreciation and other blighting influences will continue to weaken the Redevelopment Project Area unless the City itself becomes a leader and a partner with the private sector in the revitalization process. Consequently, the City wishes to encourage private development activity by using tax increment financing as a prime implementation tool.

The purpose of this Redevelopment Plan is to create a mechanism to allow for the development of new residential, industrial, commercial, and mixed-use facilities on existing vacant or underutilized land; the redevelopment and/or expansion of existing viable businesses and industries; and the rehabilitation of existing property. The redevelopment of the Redevelopment Project Area is expected to encourage economic revitalization within the community and the surrounding area.

A. AREA HISTORY

The Redevelopment Project Area is situated within two of Chicago's 77 community areas. The portion east of the Chicago River is located within Bridgeport which is bounded by the Chicago River on the north, the C. & W.I. railroad right-of-way on the east, Pershing Road on the south, and the Chicago River on the west. The portion located west of the Chicago River is part of the McKinley Park community area which is bounded by the Stevenson Expressway (Interstate 55) on the north, the Chicago River on the east, Pershing Road on the south, and the B. & O.C.T. railroad right-of-way on the west.

The early development of both of these communities was influenced primarily by the completion of the Illinois and Michigan Canal in 1848, the Union Stock Yards in 1865, and the Central Manufacturing District in 1908 and 1916. The industrial, residential, commercial, and institutional land use patterns currently reflected within the Redevelopment Project Area are representative of the development patterns that were established early on.

The industrial uses are still concentrated south of 35th Street between Halsted and Ashland in the area of the original CMD which was bounded by 35th Street on the north, Morgan Street on the east, Pershing Road on the south, and Ashland Avenue on the west. Commercial uses are still

centered along Halsted Street in the vicinity of 35th Street, and the residential community is still located north of 35th Street.

Bridgeport

According to the 1980 *Local Community Fact Book*, Bridgeport became a boomtown in 1848 as a result of the completion of the Illinois and Michigan Canal which linked the City of Chicago with the Mississippi River. Canal-related industries and businesses flocked to the area which was conveniently located near this water transportation route. As stated in the *Local Community Fact Book*, "The chief industry was meat-slaughtering which utilized the ready supply of water in the slaughtering process."

According to *Chicago's Pride: The Stockyards, Packingtown, and Environs in the Nineteenth Century*, "The vast majority of the packinghouses in the late 1860's were located on the southern bank of the South Branch and they dominated life in Bridgeport." With the advent of the Union Stock Yards, the meat packers moved south and west of the yards, encouraged by improved railroad facilities in these locations.

As a result of these early developments, residential and commercial areas grew within the Bridgeport community. By the late 1800's, a small shopping district emerged at the intersection of 35th and Halsted. By the end of the 19th century, according to the *Local Community Fact Book*, ". . . an electric trolley system was introduced in the area, streets were paved, and other public improvements made."

By the early 1900's, the Bridgeport community's industrial base expanded to include part of the CMD which was the first planned industrial development in the United States. According to the Urban Land Institute's *Industrial Development Handbook*, the development was spearheaded by representatives of the Union Stock Yard and Transit Company to attract additional freight for the company's belt rail line which served the Union Stock Yards.

The author of *Chicago: City of Neighborhoods* states that "In 1902, a group of investors headed by Frederick H. Prince began to buy up land north of the Union Stock Yards. The Prince interests had earlier purchased the Union Stock Yard & Transit Company and its belt line railroad, the Chicago Junction Railway . . . In 1905 he announced plans for a new Central Manufacturing District (CMD) . . . The new real estate development proved to be a pioneering effort. The Original East District, along 35th Street and east of Ashland Avenue, was an immediate success. In 1912, the William Wrigley Company moved its chewing gum factory to 35th and Ashland Avenue in the CMD . . . By 1915 other thriving industries had filled the original 265-acre development. A former cabbage patch and lumber yard had been turned into a major industrial complex by the time World War I broke out in the summer of 1914."

The Union Stock Yards, packing houses, and the CMD were an important source of employment for Bridgeport, Back of the Yards and other south side residents. The railroads which served the

various factories and packing houses also employed many community residents. However, by the late sixties and early seventies, this once strong industrial center was in decline. To revitalize the area, the City of Chicago initiated many public improvements to support revitalization in the former Union Stock Yards Area creating the Stockyards Industrial Park. Those city efforts included the use of tax increment financing to facilitate redevelopment.

McKinley Park

McKinley Park is located directly west of Bridgeport and is situated northwest of the old Union Stock Yards site. McKinley Park was originally settled by laborers working on the Illinois and Michigan Canal. The author of *Chicago: City of Neighborhoods* states that "The area quickly developed from a small farming community to an industrial center as Chicago reached out from its origins at the mouth of the river to transform its immediate hinterland."

According to the 1980 *Local Community Fact Book*, significant development of McKinley Park did not occur until 1863 when it was incorporated into the limits of the City of Chicago. Once the Union Stock Yards opened in 1865, workers were attracted to the community. However, the community did not experience rapid growth until the 1880's and 1890's.

By the turn of the century, most McKinley Park residents were employed in the meatpacking industry. Later employment opportunities were available as a result of the development of the CMD bounded by 35th Street on the north, Morgan Street on the east, Pershing Road on the south, and Ashland Avenue on the west.

Because of the success of the original CMD development site (the East District), a new area was developed (the Pershing Road District) in 1916 along the south side of Pershing Road between Ashland and Western Avenues. According to *Chicago: City of Neighborhoods*, "The new buildings stood on land bordering the Chicago Junction Railway's classification yards. This was crucial because all CMD tenants agreed to use the railroad for their products. One of the major tenants of the development along Pershing Road . . . was the United States Army, which took up residence in October 1921 . . . [and] remained at this site until 1961."

By the 1920's, McKinley Park had a stable industrial and residential base. However, like the rest of the Stock Yards area, McKinley Park suffered from the loss of jobs in the meatpacking industry and the general decline of the CMD.

Central Manufacturing District

In addition to the Union Stock Yards, the CMD greatly influenced the development of the Bridgeport and McKinley Park communities as well as that of the Redevelopment Project Area. As stated previously, the original East District and the Pershing Road District of the CMD were located within the boundaries of the Redevelopment Project Area. Like the Union Stock Yards, the CMD was an

Original East District, [the] Pershing Road District opened in 1916. Although considerably smaller than the 260-acre Original East District, the Pershing Road District had several unique features:

- a central power unit to provide steam and electric current for light, heat, and power to serve the entire tract;
- a central sprinkler system to protect all structures in the tract and to avoid unsightly tanks;
- a centrally located freight station for convenience of LCL [less than carload] freight originated, or consigned to industries, in the district;
- standardized structural design based on the minimum height of six stories and basement, complete with plumbing, light heat, and sprinkler systems, and high-speed elevators;
- underground traffic system with concrete tunnels which supplemented surface facilities by connecting all buildings with each other and with the central freight station, and which provided fast, safe transport of goods and materials; and
- underground utility system of concrete tunnels which conveyed utilities from the central power unit to all plants, to avoid unsightly surface accessories."

In addition to these unique features, the Pershing Road District included a mile of frontage on Pershing Road with the buildings oriented toward the roadway, and it overlooked beautiful McKinley Park. According to the *Industrial Development Handbook*, these locational characteristics were forerunners of trends developed several decades later in the site planning of modern industrial parks.

D. AREA PROFILE

The Study Area continues to reflect the development and economic influences of the Union Stock Yards and the CMD as evidenced by its current land uses and demographics.

Land Use and Zoning Characteristics

Currently, the primary land uses within the Study Area includes industrial, residential, commercial, institutional, vacant land, and railroad rights-of-way. Generally, the property in the Study Area located north of 35th Street is characterized by lower intensity residential, limited commercial and scattered industrial uses, while the property south of 35th Street is distinguished by higher intensity industrial uses.

According to historical accounts, the area north of 35th Street generally included residential and commercial uses with some industrial activity concentrated along the riverfront. The commercial

Land Use and Zoning Characteristics

Currently, the primary land uses within the Redevelopment Project Area include industrial, residential, commercial, institutional, vacant land, and railroad rights-of-way. Generally, the property in the Redevelopment Project Area located north of 35th Street is characterized by lower intensity residential, limited commercial and scattered industrial uses, while the property south of 35th Street is distinguished by higher intensity industrial uses.

According to historical accounts, the area north of 35th Street generally included residential and commercial uses with some industrial activity concentrated along the riverfront. The commercial uses were concentrated along Halsted Street, in the vicinity of 35th Street. The residential uses were scattered about the area. Generally, this same type of land use pattern still exists today.

As mentioned previously, most of the southern portion of the Redevelopment Project Area was the site of the CMD including the Original East District and the Pershing Road District. This portion is still traversed by railroad spurs as in the early 1900's, some of which are situated in the same locations. Some of the original users attracted to the CMD are still present today.

Given the size and diversity of the Redevelopment Project Area, its zoning is varied. The predominantly industrial and institutional areas are generally zoned for general manufacturing to heavy manufacturing uses (M2-3, M2-4, M3-5) or motor freight terminal uses (C-4). The residential areas are generally zoned for multiple family housing (R3, R4). The zoning for the commercial areas is varied and includes restricted service districts (B4-2), general service districts (B5-3), restricted retail districts (B2-1), local retail districts (B1-1, B1-2), general retail districts (B3-2, B3-3), restricted commercial districts (C1-2, C1-4), and general commercial districts (C2-2, C2-3).

Demographic and Statistical Characteristics

A variety of demographic and other statistical data were collected for the general area in which the Redevelopment Project Area is located. The Census of Population and Housing data for 1980 and 1990 were compiled by the Chicago Area Geographic Information Study (CAGIS) of the University of Illinois at Chicago (Exhibits 2 and 3), and only reflect the census tracts which comprise the sections of the Redevelopment Project Area that contain residents. These census tracts include 6008, 6009, 6013, 6014 in the Bridgeport community area which is bounded by the Chicago River on the north, the C.&W.I. railroad right-of-way on the east, Pershing Road on the south, and the Chicago River on the west; and 5907 which is part of the McKinley Park community area that is bounded by the Stevenson Expressway on the north, the Chicago River on the east, Pershing Road on the south, and the B. & O. railroad right-of-way on the west.

In addition to the population and housing data, selected economic data were collected for the community areas in which the Redevelopment Project Area lies, and primarily reflect information compiled by the Woodstock Institute in its *Focusing In* report published in 1993.

Population and Housing Characteristics

- According to the census tract data, the population within the selected area declined slightly by 0.3% from 11,614 persons in 1980 to 11,582 persons in 1990. The Bridgeport community area experienced a greater population decline of 3.4% while the McKinley Park community area's population increased slightly by 0.4%.
- The total number of housing units within these census tracts decreased by 1.1% from 4,914 units in 1980 to 4,858 units in 1990. During this time period, the Bridgeport community area experienced a decline of 2.5% while the McKinley Park community area's housing decreased by 2.0%.
- Most of the population residing within these census tracts in 1980 (63.7%) and 1990 (62.2%) were renters rather than owners. In 1980, 63.7% of the occupied housing units were rented rather than owned. In 1990, this figure was 62.2%. This trend was reflected in the Bridgeport community area where 57.4% of the occupied housing units were rented in comparison to 60.8% in 1980. The McKinley Park community experienced a higher percentage of owner occupancy. In 1980, only 51.2% of the occupied housing units were rented. By 1990, this percentage decreased to 49.2%.
- Of the vacant buildings identified within these census tracts, 71.0% of them were identified as unused in 1990. In 1980, this figure was only 32.4%. The vacancy rate for these census tracts has increased from 9.2% in 1980 to 10.2% in 1990. This is higher than the vacancy rates for the broader community areas. For Bridgeport, the vacancy rate increased from 7.7% in 1980 to 8.8% in 1990. In the McKinley Park community area, the vacancy rate increased from 7.0% in 1980 to 8.6% in 1990.
- In 1990, almost half of the population (44.8%) residing in these census tracts were either unemployed or not in the labor force. In 1980, the percentage figure was 46.4%. Of the employed persons identified in 1990, the majority of them were employed in administrative support, service, or operator/fabricator/laborer occupations in the retail trade and manufacturing industries.

Economic Characteristics

- According to residential lending data, the Bridgeport and McKinley Park community areas experienced a decrease in home improvement and FHA/VA loans during the period of time from 1983 and 1984 to 1991 and 1992. Bridgeport experienced a decrease of 24.9% and 25.8%, respectively, during this time period while McKinley Park exhibited a decline of 17.6% and 21.1%. Both

community areas experienced increases in conventional and multifamily residential loans for this time period.

- In addition to the decrease in certain types of residential lending, residential building permits for repairs and improvements declined within Bridgeport and McKinley Park from the period of time from 1977 and 1981 to 1988 and 1992. Bridgeport experienced a 9.6% decline while McKinley Park exhibited a decrease of 6.8%. However, residential building permits for new construction increased within both community areas, from 67 to 155 in (131.3%) in Bridgeport and from three to 16 (433.3%) in McKinley Park for this same time period.
- While new residential construction increased in Bridgeport and McKinley Park during the period from 1977 and 1981 to 1988 and 1992, the new construction of commercial and industrial buildings declined in both community areas. Bridgeport experienced a decline of 11.1% while McKinley Park experienced a decrease of 50.0% for this time period.
- Commercial lending by municipal depositories decreased in the Bridgeport community area from 0.2% in 1987 to 0.15% in 1991 with the Bridgeport community area dropping in rank, by total funds lent, from 30 to 37. For this same time period, commercial lending in McKinley Park by municipal depositories generally remained constant at approximately 0.1% although the McKinley Park community area decreased in rank, by total funds lent, from 41 in 1987 to 43 in 1991.
- According to employment data tabulated by zip code from 1975 to 1990, the Pilsen zip code area (60608) which is bounded by Roosevelt Road on the north, Halsted Street on the east, 35th Street on the south, California Avenue on the west, and encompasses most of the Redevelopment Project Area, experienced a decline in total employment of 15.7% which was greater than that of the City as a whole which experienced a decline of only 4.4%. During this time period, manufacturing employment decreased by 19.8% in the 60608 zip code area. Retail employment increased slightly by 5.0% for this zip code area which includes commercial districts outside of the Redevelopment Project Area such as Roosevelt Road and 26th Street. For all other employment, zip code 60608 exhibited a decrease of 16.1% which parallels the City's experience of a 16.8% decline.

Summary

According to the demographic data collected, the census tracts in which the Redevelopment Project Area is located are characterized by a static population and housing base with little change having occurred between 1980 and 1990. During this time period, the housing vacancy rate has increased as has the number of vacant properties that were identified as unused. Additionally, almost half

(44.8%) of the work-age population residing within these census tracts were unemployed or not in the labor force in 1990; a condition that has remained static as evidenced by the 1980 figure of 46.4%. The broader area in which the Redevelopment Project Area lies also evidenced corresponding characteristics as reflected by decreases in population, housing, certain types of residential lending, the construction of new commercial and industrial buildings, and employment during the 1980s.

C. TAX INCREMENT ALLOCATION REDEVELOPMENT ACT

An analysis of conditions within this area indicates that it is appropriate for designation as a Redevelopment Project Area, under the State of Illinois Tax Increment Financing legislation. The Redevelopment Project Area is characterized by conditions which warrant its designation as a vacant and an improved "Blighted Area" within the definitions set forth in the Tax Increment Allocation Redevelopment Act (hereafter referred to as the "Act"). The Act is found in 65 ILCS 5/11-74.4-1 et seq., as amended.

The Act provides a means for municipalities, after the approval of a "Redevelopment Plan and Project," to redevelop a blighted conservation area and industrial park of at least 1.5 acres by pledging the increase in tax revenues generated by public and private redevelopment. This increase in tax revenues is used to pay for up-front public costs which are required to stimulate the private investment in new redevelopment and rehabilitation. Municipalities may issue obligations to be repaid from the stream of real property tax increments that occur within the tax increment financing district.

The property tax increment revenue is calculated by determining the difference between the initial Equalized Assessed Value (EAV) or the 'Certified EAV Base' for all real estate located within the district and the current year EAV. The EAV is the assessed value of the property multiplied by the state multiplier. Any increase in EAV is then multiplied by the current tax rate, which determines the incremental real property tax.

The 35th/Halsted Redevelopment Project Area Tax Increment Finance Redevelopment Plan and Project (the "Redevelopment Plan") has been formulated in accordance with the provisions of the Act. It is a guide to all proposed public and private action in the Redevelopment Project Area. In addition to describing the objectives of redevelopment, the Redevelopment Plan sets forth the overall program to be undertaken to accomplish these objectives. This program is the Redevelopment Plan and Project.

This Redevelopment Plan also specifically describes the Redevelopment Project Area. This area meets the eligibility requirements of the Act (see 35th/Halsted Tax Increment Finance Program - Eligibility Study). The Redevelopment Project Area boundaries are described in the Introduction of the Redevelopment Plan and shown in Map 1, *Redevelopment Project Boundary*.

After approval of the Redevelopment Plan, the City Council will then formally designate the Redevelopment Project Area.

The purpose of this Redevelopment Plan is to ensure that new development occurs:

1. On a coordinated rather than a piecemeal basis to ensure that the land-use, vehicular access, parking, service and urban design systems will meet modern-day principles and standards;
2. On a reasonable, comprehensive and integrated basis to ensure that blighting factors are eliminated; and
3. Within a reasonable and defined time period.

Revitalization of the Redevelopment Project Area is a large and complex undertaking and presents challenges and opportunities commensurate to its scale. The success of this effort will depend to a large extent on the cooperation between the private sector and agencies of local government.

The City of Chicago by the approval of this Redevelopment Plan finds that the Redevelopment Plan conforms to the Comprehensive Plan or that as a city with a population of 100,000 or more, regardless of when the Redevelopment Plan and Project was adopted, the Redevelopment Plan and Project either: (i) conforms to the strategic economic development or redevelopment plan issued by the designated planning authority of the municipality, or (ii) includes land uses that have been approved by the planning commission of the municipality.

There has been no major investment in the Redevelopment Project Area for at least the last five years. The adoption of the Redevelopment Plan will make possible the implementation of a logical program to stimulate redevelopment in the Redevelopment Project Area, an area which cannot reasonably be anticipated to be developed without the adoption of this Redevelopment Plan. Public investments will create the appropriate environment to attract the investment required for the rebuilding of the area. But for the investment of seed funds by the City, the proposed developments would not be financially feasible and would not go forward.

Successful implementation of the Redevelopment Plan and Project requires that the City of Chicago take full advantage of the real estate tax increments attributed to the Redevelopment Project Area as provided in accordance with the Act.

II. REDEVELOPMENT PROJECT AREA DESCRIPTION

The Redevelopment Project Area is located on the southwest side of the City of Chicago, Illinois located approximately four miles south of the City's Central Business District. The Redevelopment Project Area contains approximately 518 acres. The Redevelopment Project Area is generally bounded by 31st and 35th Streets on the north; property fronting Morgan Street and Halsted Street, and the alley between Halsted and Emerald Streets on the east; Pershing Road on the south; and Ashland Avenue on the west.

The boundaries of the Redevelopment Project Area are shown on Map 1, *Redevelopment Project Boundary*; the current land uses are shown on Map 2, *Existing Land Uses*. The Redevelopment Project Area includes only those contiguous parcels of real property that are expected to be substantially benefited by the Redevelopment Plan.

The legal description of the Redevelopment Project Area is attached to this plan as Exhibit 4.

III. REDEVELOPMENT PROJECT AREA GOALS AND OBJECTIVES

OVERALL GOALS AND OBJECTIVES

Overall goals and objectives are included in this Redevelopment Plan to guide the decisions and activities that will be undertaken to facilitate the redevelopment of the Redevelopment Project Area. They are consistent with the City's *Corridors of Industrial Opportunity* plan adopted by the Chicago Plan Commission in March 1995. A subsequent section of this Redevelopment Plan identifies more detailed objectives for the redevelopment of specific portions of the Redevelopment Project Area. Many of these goals and objectives can be achieved through the effective use of local, state, and federal mechanisms.

GENERAL GOALS

In order to redevelop the Redevelopment Project Area in an expeditious and planned manner, the establishment of goals is necessary. The following goals are meant to serve as a guideline in the development and/or review of all future projects that will be undertaken in the Redevelopment Project Area.

- Improve the quality of life in Chicago by improving the economic vitality of the Redevelopment Project Area.
- Provide sound economic development in the Redevelopment Project Area.
- Create an environment within the Redevelopment Project Area that will contribute to the health, safety and general welfare of the city, and preserve or enhance the value of properties in the area.
- Create a suitable location for housing, business, and industry.
- Provide an accessible and attractive physical environment that is conducive to new development.
- Redevelop underutilized properties.
- Develop vacant land.
- Assemble properties to create an environment for furthering private investment.
- Attract new businesses, and retain and encourage the expansion of and/or modernization of existing viable businesses.

- Create and preserve quality job opportunities.
- Encourage a diversified economy which provides an array of employment opportunities.
- Create a secure, functional, and attractive environment for businesses, employees, and residents.
- Achieve desirable changes of land use through a coordinated public/private effort.

REDEVELOPMENT OBJECTIVES

To achieve the general goals of this Redevelopment Plan, the following redevelopment objectives have been established.

- Reduce or eliminate those conditions which qualify the Redevelopment Project Area as a blighted area.
- Enhance the tax base of the City of Chicago and of the other taxing districts which extend into the Redevelopment Project Area by encouraging private investment in new development, and by facilitating the redevelopment of underutilized property.
- Strengthen the economic well being of the Redevelopment Project Area and the City by increasing business activity, taxable values, and job opportunities.
- Enhance the business, industrial, and residential activity in the Redevelopment Project Area by providing additional public and private infrastructure improvements and other relevant and available assistance necessary to achieve successful new development and redevelopment.
- Provide needed incentives to encourage a broad range of improvements for both new development and the rehabilitation of existing buildings.
- Enhance the marketability of the Redevelopment Project Area through the use of City programs.
- Establish a mechanism, with an appropriate level of resources, to effectively market the Redevelopment Project Area, particularly the industrial and commercial components, to suitable entities and/or users.

- Improve local and state roadways to enhance circulation within and around the Redevelopment Project Area and to strengthen its visual appeal along heavily traveled routes.
- Eliminate unnecessary streets, alleys, and railroad rights-of-way to increase the amount of land available for private investment and redevelopment.
- Eliminate any existing environmental contamination through the remediation of affected sites.
- Encourage the participation of minorities and women in the development of the Redevelopment Project Area.

DESIGN OBJECTIVES

Although overall goals and redevelopment objectives are important in the process of redeveloping such a large area, the inclusion of design guidelines is necessary to ensure that redevelopment activities result in the development of an attractive and functional environment. The following design objectives give a generalized and directive approach to the development of specific redevelopment projects.

- Establish a pattern of land use activities arranged in compact and compatible groupings to increase efficiency of operation and economic relationships.
- Encourage the coordinated development of parcels and structures in order to achieve attractive and efficient building design, unified off street parking, adequate truck and service facilities, and appropriate access to nearby arterial streets.
- Achieve development which is integrated both functionally and aesthetically with adjacent and nearby existing development.
- Ensure a safe and functional circulation pattern, adequate ingress and egress, and capacity in the Redevelopment Project Area.
- Encourage high standards of building and streetscape design to ensure the high quality appearance of buildings, rights-of-way and open spaces.
- Ensure that necessary security, screening, and buffering devices are attractively designed and are compatible with the overall design of the Redevelopment Project Area.

- Use signage and other devices to establish identifiable subareas within the Redevelopment Project Area to facilitate the marketability of property.

IV. BLIGHTED AREA CONDITIONS EXISTING IN THE REDEVELOPMENT PROJECT AREA

The Act states that a "blighted area" means any improved or vacant area within the boundaries of a Redevelopment Area located within the territorial limits of the municipality where, if improved, industrial, commercial and residential buildings or improvements, because of a combination of five or more of the following factors: age; dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; or lack of community planning, are detrimental to the public safety, health, morals or welfare; or, if vacant, the sound growth of the taxing districts is impaired by (1) a combination of two or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4) the area consists of unused rail yards, rail tracks or railroad rights-of-way, or (5) the area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least five years, or (6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material, which was removed from construction, demolition, excavation or dredge sites, or (7) the area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within five years prior to the designation of the redevelopment project area, and which area meets at least one of the factors itemized in provision (1) above, and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.

Based upon surveys, site inspections, research and analysis by Louik/Schneider & Associates, Inc., the Redevelopment Project Area qualifies as a vacant and improved Blighted Area as defined by the Act; it contains areas that are both vacant and improved. Vacant land exists throughout the Redevelopment Project Area in small parcels or groups of parcels. These parcels because of their dispersed nature and small size were considered part of the improved portion of the Redevelopment Project Area. However, large tracts of vacant land and unused land also exist. These tracts of land were reviewed under the vacant land provisions of the Act.

A separate report entitled "City of Chicago 35th/Halsted Tax Increment Financing Program Eligibility Study," dated July 9, 1996, describes in detail the surveys and analyses undertaken and the basis for the finding that the Redevelopment Project Area qualifies as a vacant and improved Blighted Area as defined by the Act. The majority of the Redevelopment Project Area is characterized by the

presence of vacant or improved area blighted eligibility factors listed in the Act for a Blighted Area. Summarized below are the findings of the Eligibility Report.

SUMMARY OF VACANT BLIGHTED AREA ELIGIBILITY FACTORS

The largest single tract of vacant land within the Redevelopment Project Area is located between 31st Place on the north, just north of 34th Place on the south, Benson Street/33rd Street/Racine Avenue on the west and the South Fork of the South Branch of the Chicago River on the east. This portion of the Redevelopment Project Area contains 21 vacant contiguous parcels covering four full and partial blocks and containing 29 acres of vacant land.

This part of the Redevelopment Project Area qualifies as a vacant Blighted Area because it evidences a combination of two or more of the following vacant blighted area eligibility factors:

- obsolete platting of the vacant land
- diversity of ownership of such land
- tax and special assessment delinquencies on such land
- flooding on all or part of such vacant land
- deterioration of structures or site improvements in neighboring areas adjacent to the vacant land

Of these factors, the vacant portion of the Redevelopment Project Area exhibits: 1) obsolete platting; and 2) diversity of ownership.

1. OBSOLETE PLATTING OF VACANT LAND

The vacant portion of the Study Area consists of 21 tax parcels which contain a total of 21 lots. Only one parcel is of sufficient size for contemporary industrial uses; however it is of trapezoidal shaped. The second parcel is a very small and almost square parcel of approximately 10,000 square feet. The last parcel is an L-shaped parcel which makes industrial development extremely unlikely to occur. Therefore, obsolete platting is a factor within the vacant portion of the Study Area.

2. DIVERSITY OF OWNERSHIP OF VACANT LAND

Diversity of ownership is present in the vacant area. Of the 21 parcels, there are seven multiple property owners. The number of different owners would impeded the ability of a developer to assemble the land for development meeting contemporary development standards.

In addition to these vacant blighted area eligibility criteria, the vacant portion of the Redevelopment Project Area also qualifies as a vacant blighted area under the criteria that 1) the area consists of unused rail yards, rail tracks or railroad rights-of-way, and 2) the area consists of an unused disposal site containing debris from construction demolition, excavation or dredge sites. Of these criteria, only one needs to be significantly present in the vacant area to qualify as a vacant blighted area.

1. **THE AREA CONSISTS OF UNUSED RAIL YARDS, RAIL TRACKS OR RAILROAD RIGHTS-OF-WAY.**
The vacant portion of the Study Area is a former railyard. There are numerous rail rights-of-way that run through the center of the vacant area.
2. **THE AREA CONSISTS OF UNUSED DISPOSAL SITE CONTAINING DEBRIS FROM CONSTRUCTION DEMOLITION, EXCAVATION, OR DREDGE SITES.**
The vacant area of the Study Area is covered with debris and construction materials, and is engulfed with waste resulting from fly-dumping.

SUMMARY OF IMPROVED BLIGHTED AREA ELIGIBILITY FACTORS

Ten improved blighted area eligibility criteria are present in a varying degree throughout the Redevelopment Project Area.

The conclusions of each of the factors that are present within the Redevelopment Project Area are summarized below.

1. **AGE**
Age, as reflected by buildings 35 years or older, is present throughout the Study Area. Of the 720 buildings located within the Study Area, 642 of them or 89% are 35 years or older. Age is present to a major extent in 59 of the 61 blocks, and present to a minor extent in 1 of the 61 blocks.
2. **DILAPIDATION**
Dilapidation, an advanced state of disrepair of buildings and improvements, is present throughout the Study Area. This factor is present to a major extent in 53 of the 61 blocks, present to a minor extent in 10 of the 61 blocks, and exhibited in 297 of the 720 buildings located within the Study Area.
3. **OBSOLESCENCE**
Obsolescence, both functional and economic, is present throughout the Study Area. This factor is present to a major extent in 34 of the 61 blocks, and present to a minor extent in 17 of the 61 blocks. Within the Study Area, many parcels are of inappropriate size or shape, public improvements such as alleys and street widths are inadequate, and structures are incapable of efficient or economic use according to contemporary standards.
4. **DETERIORATION**
Deterioration is present in structures with physical deficiencies or site improvements requiring major treatment or repair. This factor is present to a major extent in 57 of the 61 blocks, present to a minor extent in 3 of the 61 blocks, and exhibited in 635 of the 720 structures located within the Study Area.

5. PRESENCE OF STRUCTURES BELOW MINIMUM CODE STANDARDS

Structures below minimum code standards are present to a limited extent in 16 of the 61 blocks within the Study Area. Of the 720 buildings located in the Study Area, 26 of them were identified as being below minimum code standards.

6. EXCESSIVE VACANCIES

Excessive vacancy is a factor throughout the Study Area. Excessive vacancies, including completely and partially vacant structures, are present to a major extent in 22 of the 61 blocks, and present to a minor extent in 26 of the 61 blocks.

7. OVERCROWDING OF STRUCTURES AND COMMUNITY FACILITIES

Overcrowding of structures and community facilities is present to a very limited extent in the Study Area; it is present in 1 of the 61 blocks.

8. LACK OF VENTILATION, LIGHT OR SANITARY FACILITIES

Structures in the Study Area exhibiting inadequate ventilation or light are those with no windows or having boarded-up windows. This factor is present to a major extent in 15 of the 61 blocks, and present to a minor extent in 22 of the 61 blocks. Based on exterior building surveys, 178 of the 720 buildings in the Study Area were identified as having inadequate ventilation or light.

9. INADEQUATE UTILITIES

Evidence of inadequate utilities is present to a minor extent in 16 of the 61 blocks located within the Study Area.

10. EXCESSIVE LAND COVERAGE

Excessive land coverage, manifested by the over-intensive use of property and the crowding of buildings and accessory facilities onto a site, is present throughout the Study Area. The factor is exhibited to a major extent in 32 of the 61 blocks, and present to a minor extent in 20 of the 61 blocks. Of the 720 buildings located within the Study Area, 349 exhibited this factor.

11. DELETERIOUS LAND USE OF LAYOUT

Deleterious land uses include all instances of incompatible land use relationships, buildings occupied by inappropriate mixed uses, or uses which may be considered noxious, offensive, or environmentally unsuitable. Deleterious layout is evidenced by the improper or obsolete platting of land, inadequate street layout, and parcels of inadequate size or shape to meet contemporary development standards. This factor is present to a major extent in 45 of the 61 blocks, and present to a minor extent in 8 of the 61 blocks within the Study Area.

12. DEPRECIATION OF PHYSICAL MAINTENANCE

Depreciation of physical maintenance, manifested by substantial deferred maintenance and lack of maintenance of buildings, parking areas and streets, is present to a major extent in all of the

61 blocks within the Study Area. Of the 1040 parcels in the Study Area, 938 of them exhibit this factor.

13. LACK OF COMMUNITY PLANNING

Given that the proposed Redevelopment Project Area was developed prior to or without the guidance of a community plan, lack of community planning is present to a major extent in 39 of the 61 blocks in the Study Area.

Of the 61 blocks located within the Redevelopment Project Area, the following improved blighted area eligibility factors are present to major and minor extent.

| FACTORS | PRESENT TO A MAJOR EXTENT | PRESENT TO A MINOR EXTENT |
|--|--------------------------------------|--------------------------------------|
| 1. Age | 59 | 1 |
| 2. Dilapidation | 53 | 10 |
| 3. Obsolescence | 34 | 17 |
| 4. Deterioration | 57 | 3 |
| 5. Illegal use of individual structures | 0 | 0 |
| 6. Presence of structures below minimum code standards | 0 | 16 |
| 7. Excessive vacancies | 22 | 26 |
| 8. Overcrowding of structures and community facilities | 0 | 1 |
| 9. Lack of ventilation, light, or sanitary facilities | 15 | 22 |
| 10. Inadequate utilities | 0 | 16 |
| 11. Excessive land coverage | 32 | 20 |
| 12. Deleterious land-use or layout | 45 | 8 |
| 13. Depreciation of physical maintenance | 61 | 0 |
| 14. Lack of community planning | 39 | 0 |

CONCLUSION

The conclusion of the consultant team engaged to conduct the study is that the number, degree and distribution of factors as documented in this report warrant the designation of the Redevelopment Project Area as a vacant and improved Blighted Area as set forth in the Act. Specifically:

- Of the seven factors set forth in the law for vacant land, two are present in the vacant portions of the Redevelopment Project Area.

- All portions of the vacant area of the Redevelopment Project Area are impacted by one or the other of the three blighting factors for vacant land.
- Of the 14 factors for an improved Blighted Area set forth in the law, 10 are present in the Redevelopment Project Area and only five are necessary for designation as a Blighted Area.
- The improved blighted area factors which are present are reasonably distributed throughout the improved portion of the Redevelopment Project Area.
- All improved areas within the Redevelopment Project Area show the presence of improved blighted area factors.

All blocks in the Redevelopment Project Area evidence the presence of some eligibility factors. The eligibility findings indicate that the Redevelopment Area is blighted and in need of revitalization and that designation as a redevelopment area will contribute to the long-term well being of the City. All factors indicate that the area on the whole has not been subject to growth and development through investments by private enterprise, and will not be developed without action by the City.

The analysis above was based upon data assembled by Louik/Schneider & Associates, Inc., Macando Corp., and Cityworks Planning Group, Inc. The surveys, research and analysis conducted include:

1. Exterior surveys of the condition and use of the Redevelopment Project Area;
2. Field surveys of environmental conditions covering streets, sidewalks, curbs and gutters, lighting, traffic, parking facilities, landscaping, fences and walls, and general property maintenance;
3. Comparison of current land use to current zoning ordinance and the current zoning maps;
4. Historical analysis of site uses and users;
5. Analysis of original and current platting and building size layout;
6. Review of previously prepared plans, studies and data;
7. Analysis of building permits requested from the Department of Buildings for all structures in the Study Area over the last ten years;

8. Evaluate the Equalized Assessed Valuation for the last five years;
9. Collect and compile the Census of Population and Housing data through the Chicago Area Geographic Information Study of the University of Illinois at Chicago; and
10. Assemble historical economic data compiled by the Woodstock Institute.

Based upon the findings of the Eligibility Study for the 35th/Halsted Study Area, the Redevelopment Project Area on the whole has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of this Redevelopment Plan. But for the participation of investment of seed funds by the City, the proposed developments would not be financially feasible and would not go forward.

V. 35TH/HALSTED REDEVELOPMENT PLAN AND PROJECT

A. GENERAL LAND USE PLAN

The Land Use Plan identifies the proposed land uses that will be in effect upon adoption of this Redevelopment Plan (Map 3). The major land use categories for the Redevelopment Project Area include commercial, residential, industrial, and mixed-uses. The location of all major thoroughfares and major street rights-of-way are subject to change and modification as specific redevelopment projects are undertaken.

This Redevelopment Plan and the proposed projects described herein will be approved by the Chicago Plan Commission prior to the adoption of this Redevelopment Plan, and are consistent with the City's *Corridors of Opportunity: A Plan for Industry in Chicago's South Side*. The general land uses proposed for the Redevelopment Project Area are described by subarea.

HALSTED STREET SUBAREA

The Halsted Street subarea is bounded by 31st Street on the north, the alley between Halsted Street and Emerald Avenue on the east, 37th Street on the south, and the alley between Halsted and Green Streets and on the west (Map 3). It encompasses a long-established neighborhood shopping district that originally developed in the late 1800's. The predominant land uses within this subarea are ground floor commercial and upper floor residential. It is characterized by vacant storefronts, scattered vacant buildings and parcels, small lots, limited off-street parking, and the lack of commercial continuity among the ground floor uses. Additionally, the volume and speed of traffic along Halsted Street impacts a shopper's ability to easily cross the street.

While this subarea reflects certain blighting characteristics, it continues to be well suited for commercial and residential development based on existing land use patterns, the availability of vacant and underutilized properties suitable for commercial/residential rehabilitation, and its adjacency to a stable neighborhood. Consequently, this subarea is designated to accommodate primarily convenience-type commercial and upper floor residential uses.

MORGAN STREET SUBAREA

The Morgan Street subarea includes all property fronting on Morgan Street between 31st Street on the north and 35th Street on the south, and all property fronting the south side of 35th Street between Morgan Street on the west and the alley between Litanica Avenue and Halsted Street on the east (Map 3).

Currently, the primary land use along Morgan Street is residential although, in the past, it was dominated by commercial uses. Like the Halsted Street shopping district, Morgan Street's commercial base has shrunk as a result of the overall area's changing economic base. This section of the subarea is characterized by scattered vacant buildings, and aging infrastructure. Additionally, the use of Morgan Street as a vehicular bypass to the Halsted Street commercial area results in high speed through traffic that presents a conflict with residential uses. The primary land uses along 35th Street within the subarea include a mix of industrial and residential. Consequently, this portion of the subarea is characterized by incompatible land uses.

While this subarea is in need of certain improvements to stimulate redevelopment, it continues to be suited to predominantly residential uses. It is envisioned that Morgan Street will be transformed into a residential street, and the industrial uses along 35th Street will be replaced by residential.

SANGAMON STREET SUBAREA

The Sangamon Street subarea is generally bounded by 37th Place on the north, the alley between Halsted Street and Emerald Avenue on the east, Pershing Road on the south, and Morgan Street on the west; and includes the properties fronting on Halsted Street between 37th Street and 37th Place as well as the properties fronting on the east side of Morgan Street from the alley between 35th Street and 35th Place on the north and 37th Place on the south (Map 3).

Development within this subarea generally has been light industrial in nature with uses supporting the heavy industrial activities located in the surrounding area. This subarea has long been a transition zone buffering the commercial and residential areas on the north and east from the heavy industrial uses on the south and west. It is anticipated that the successful redevelopment of this subarea will occur relative to the successful redevelopment of the surrounding heavy industrial areas. Consequently, redevelopment is anticipated to be targeted toward industrial-support uses.

MORGAN STREET INDUSTRIAL SUBAREA

The Morgan Street Industrial subarea is bounded by 35th Street on the north, Morgan Street on the east, Pershing Road on the south, and the Chicago River on the west (Map 3). Historically, this subarea has consisted of industrial land uses, and was originally developed, beginning in 1905, as an industrial district. Its boundaries reflect the boundaries of the eastern half of the Original East District of the CMD. Currently, this subarea is characterized by inadequate roadway infrastructure, a lack of identity, buildings unsuitable for redevelopment for modern industrial uses, and the poor condition of some buildings.

The Morgan Street Industrial subarea continues to be well suited to industrial development given its history as an industrial area, the surrounding land use patterns, its proximity to an excellent surface transportation network, and the presence of vacant and underutilized property suitable for

industrial development. It is envisioned that this subarea will be transformed into a cohesive, modern industrial park.

BENSON PARK SUBAREA

The Benson Park subarea is bounded by 31st Place, Benson Street, 33rd Street, and 34th Place on the north; Racine Avenue and the alley between Carpenter and Morgan Streets on the east; 35th Street on the south; and the Chicago River on the west (Map 3). Historically, this subarea has been dominated by industrial land uses. However, its current primary land uses include vacant land, vacant industrial buildings, underutilized parking lots which used to serve the industrial uses, and scattered commercial uses.

New industrial development within this subarea is unlikely to occur in the future given the subarea's constraints which include: 1) the limited amount of vacant land available for development in comparison to the surrounding area which offers an abundance of opportunities that are better suited to modern industrial development, and 2) its adjacency to an established residential neighborhood. Consequently, this subarea has been designated for residential development to take advantage of its access along the Chicago River and its adjacency to a stable residential neighborhood.

35TH AND ASHLAND SUBAREA

The 35th and Ashland subarea is bounded by 33rd Street on the north, the Chicago River on the east, 35th Street on the south, and Ashland Avenue on the west (Map 3). The predominant land uses within this subarea have always been industrial, and included warehouse, trucking, and other industrial-oriented uses. Currently, this subarea is characterized by vacant and underutilized properties, and incompatible residential development on a limited scale.

While this subarea exhibits certain blighting characteristics, it has the potential for large-scale redevelopment, with the assistance of public improvements or incentives. Given its internal land use patterns and its adjacency to other industrial subareas, this subarea has been designated for industrial uses.

37TH AND IRON SUBAREA

The 37th and Iron subarea is bounded by 35th Street on the north, the Chicago River on the east, Pershing Road on the south, and Ashland Avenue on the west (Map 3). This subarea was part of the Original East District of the Central Manufacturing District development, and has consistently accommodated industrial uses. Currently, this subarea is characterized by inadequate infrastructure in some portions; scattered multistory, old industrial buildings unsuitable for modern industrial uses; and scattered vacant land. Given that this subarea is still well suited for industrial development, it

has been designated for industrial uses. It is envisioned that this subarea will be transformed into a modern industrial park.

PERSHING ROAD SUBAREA

The Pershing Road subarea is bounded by Pershing Road on the north, private property on the south, the vacated channel of the Chicago River on the south, and private property on the west (Map 3). This subarea was the site of the Pershing Road District of the CMD, and has always been industrial in nature. Currently, this subarea is characterized by several vacant, multistory old industrial buildings which may be unsuitable for modern industrial uses, and it lacks parking. While this area has redevelopment potential given the amount of existing vacant and underutilized property, it is not easily developable due to the costs associated with rehabilitating or demolishing the structures. Its chances of being developed for new industrial uses are unknown without further study. Consequently, this subarea has been designated for industrial and compatible mixed-uses.

B. REDEVELOPMENT PLAN AND PROJECT STRATEGIES BY SUBAREA

For planning and programming purposes, the Redevelopment Project Area is divided into subareas based on the similarity and the character of the existing and/or proposed land uses and development activities. For each subarea, specific redevelopment objectives addressing private actions and public improvements have been identified. Implementation of the Redevelopment Plan and Project will be undertaken on a phased basis.

Within the Redevelopment Project Area, there are eight distinct subareas, each characterized by a predominant type of land use. The following table summarizes the subareas by the existing and proposed primary land uses.

| SUBAREA | EXISTING PRIMARY LAND USES | PROPOSED PRIMARY LAND USES |
|--------------------------|--|--|
| Halsted Street | Ground Floor Commercial Upper Floor Residential | Ground Floor Commercial Upper Floor Residential |
| Morgan Street | Residential Commercial | Residential Limited Commercial |
| Sangamon Street | Industrial | Industrial |
| Morgan Street Industrial | Industrial | Industrial |

| | | |
|------------------|-----------------------------|-------------|
| Benson Park | Industrial Vacant Land | Residential |
| 35th and Ashland | Industrial | Industrial |
| 37th and Iron | Industrial | Industrial |
| Pershing Road | Industrial Institutional | Mixed-Use |

HALSTED STREET SUBAREA

The Halsted Street subarea is bounded by 31st Street on the north, the alley between Halsted Street and Emerald Avenue on the east, 37th Street on the south, and the alley between Halsted and Green Streets and on the west (Map 2). It is designated primarily for convenience-type commercial and upper floor residential uses which is a continuation of the existing dominant land uses.

This subarea is characterized by vacant storefronts, scattered vacant buildings and parcels, small lots, limited off-street parking, and the lack of commercial continuity among the ground floor uses. Additionally, the volume and speed of traffic along Halsted Street impacts a shopper's ability to easily cross the street. With the advent of nearby shopping malls, this neighborhood commercial district has declined and its geographic area has decreased. To achieve successful redevelopment, improvement of the subarea is necessary.

Specific Redevelopment Objectives: Private Actions

- Encourage the development of convenience-type commercial uses along Halsted Street by promoting the characteristics of this neighborhood shopping district that are well suited to such development.
- Encourage the development of live/work space along Halsted Street by promoting the shopping district's abundance of structures offering ground floor commercial and upper floor residential space.
- Improve the continuity of ground floor uses and the convenience of shoppers by encouraging the consolidation of commercial activities within a compact area.
- Facilitate the unification of signage along the commercial corridor.
- Improve the safety and security of shoppers and residents along the commercial corridor.

Specific Redevelopment Objectives: Public Improvements and Incentives

- Facilitate the development of a long-term program to market and promote the commercial area to smaller, independent commercial establishments.
- Facilitate the assembly of vacant land and underutilized properties to create redevelopment sites for commercial users.
- Limit ground floor activities to commercial uses and upper floor activities to residential uses through appropriate governmental tools.
- Provide a mechanism to facilitate the redevelopment of existing structures for ground floor commercial and upper floor residential uses.
- Create financing programs that encourage the rehabilitation and/or reuse of vacant buildings.
- Facilitate safer pedestrian crossings and accessibility to both sides of Halsted Street through sidewalk and other physical improvements within the right-of-way.
- Redesign the Halsted Street right-of-way to accommodate streetscaping amenities.
- Install appropriate streetscaping amenities to enhance and unify the shopping district.
- Use existing public programs to facilitate the rehabilitation of facades and improve commercial signage.
- Identify all possible methods and available opportunities to increase consumer and employee parking within the shopping district, and facilitate the development of additional parking (i.e., shared lots between different users, angle parking on side streets with wide rights-of-way, new parking areas).

MORGAN STREET SUBAREA

The Morgan Street subarea includes all property fronting on Morgan Street between 31st Street on the north and 35th Street on the south, and all property fronting the south side of 35th Street between Morgan Street on the west and the alley between Lituania Avenue and Halsted Street on the east (Map 2). It is designated for residential development, promoting the area's changeover from commercial uses.

Along Morgan Street, this subarea is characterized by scattered vacant buildings, and aging infrastructure. Additionally, the use of Morgan Street as a vehicular bypass to the Halsted Street commercial area results in high speed through traffic that presents a conflict with residential uses. The 35th Street portion of this subarea is characterized by incompatible uses with residential and industrial land uses mixed together. To facilitate the redevelopment of the Morgan Street subarea as residential, certain improvements are necessary.

Specific Redevelopment Objectives: Private Actions

- Support residential redevelopment of commercial land uses, where appropriate.
- Encourage the retention of the strong, compatible commercial uses existing along Morgan Street by promoting their presence as amenities to existing and new residents.
- Encourage the rehabilitation of existing structures, and the development of existing vacant lots, for residential uses.
- Create a physical environment that is conducive to residential development.

Specific Redevelopment Objectives: Public Improvements and Incentives

- Facilitate the assembly of vacant land and underutilized properties for residential redevelopment.
- Create a financing program that encourages the rehabilitation and/or reuse of vacant and underutilized buildings.
- Increase the sidewalk area of the Morgan Street right-of-way to accommodate streetscaping such as pedestrian-scale lighting and appropriate vegetation, and to reduce the speed and volume of traffic.
- Encourage the preservation of the existing architectural character, and discourage new commercial development, through the use of governmental mechanisms.
- Encourage the continuation of multifamily residential development along 35th Street.

SANGAMON STREET SUBAREA

The Sangamon Street subarea is generally bounded by 37th Place on the north, the alley between Halsted Street and Emerald Avenue on the east, Pershing Road on the south, and Morgan Street on the west; and includes the properties fronting on Halsted Street between 37th Street and 37th Place as well as the properties fronting on the east side of Morgan Street from the alley between 35th Street and 35th Place on the north and 37th Place on the south (Map 2). Most of this subarea is included within the Stockyards Industrial Corridor. Redevelopment is anticipated to be targeted toward industrial-support uses consistent with existing development and the policy recommendations presented in the *City's Corridors of Industrial Opportunity: A Plan for Industry in Chicago's South Side*; taking into account the dramatic change in land uses from commercial and residential on the north to heavy industrial on the south.

Development within the Sangamon Street subarea generally has been light industrial in nature with uses supporting the heavy industrial activities located in the surrounding area. This subarea has long been a transition zone buffering the commercial and residential areas on the north and east from the heavy industrial uses on the south and west. It is anticipated that the successful redevelopment of this subarea will occur relative to the successful redevelopment of the surrounding heavy industrial areas. The recommended public improvements for this area target its unattractiveness and incompatible uses.

Specific Redevelopment Objectives: Private Actions

- Encourage the rehabilitation of existing structures, and the development of vacant lots, for new industrial-support uses or the expansion of existing viable industries.
- Encourage the retention of existing viable industrial uses.
- Create a physical environment that is conducive to the development of industrial-support uses.

Specific Redevelopment Objectives: Public Improvements and Incentives

- Facilitate the assembly of vacant land and underutilized properties for redevelopment as industrial-support uses.
- Buffer adjacent residential properties to screen on-site industrial activities from new development or redevelopment.

- Encourage the screening and buffering of outside storage uses along Halsted Street using governmental tools.
- Facilitate the elimination of environmental contaminants if present.

MORGAN STREET INDUSTRIAL SUBAREA

The Morgan Street Industrial Subarea is bounded by 35th Street on the north, Morgan Street on the east, Pershing Road on the south, and the Chicago River on the west (Map 2), and is completely incorporated in the Stockyards Industrial Corridor. This subarea is designated for industrial uses consistent with existing development patterns and the policy recommendations presented in the City's *Corridors of Industrial Opportunity: A Plan for Industry in Chicago's South Side*.

The Morgan Street subarea was part of the Original East District of the CMD development. It is characterized by inadequate roadway infrastructure, a lack of identity, buildings unsuitable for redevelopment for modern industrial uses, and the poor condition of some buildings. To achieve successful redevelopment, improvement of this subarea is necessary.

Specific Redevelopment Objectives: Private Actions

- Encourage the redevelopment of underutilized and vacant parcels through the expansion of existing viable industrial uses and the construction of new industrial uses.
- Promote the amenities of the subarea that make it attractive for industrial development.

Specific Redevelopment Objectives: Public Improvements and Incentives

- Facilitate the assembly of vacant land and underutilized properties for redevelopment as industrial uses.
- Facilitate the rehabilitation and expansion of existing buildings and businesses through the use of established public programs and other relevant assistance.
- Establish an identifiable gateway, using signage, landscaping, and other mediums, in the vicinity of the key intersections of Racine Avenue and 35th Street, and Racine Avenue and Pershing Road, which defines the area as a cohesive industrial unit.

- Reconstruct and remove unused railroad crossings along Racine Avenue between 37th Street and Pershing Road.
- Conduct a street-by-street inspection of the subarea to determine existing conditions, and develop a timetable for improvements.
- Improve roadways that are substandard or in poor condition.
- Install applicable streetscaping improvements throughout the subarea to help define the area as a cohesive industrial unit and to improve its visual appeal.
- Facilitate the elimination of environmental contaminants if present.

BENSON PARK SUBAREA

The Benson Park subarea is bounded by 31st Place, Benson Street, 33rd Street, and 34th Place on the north; Racine Avenue and the alley between Carpenter and Morgan Streets on the east; 35th Street on the south; and the Chicago River on the west (Map 2), and includes more than 30 acres of land. It has been designated for residential uses.

Most of this subarea consists of vacant land in odd configurations, surrounded by piecemeal residential development to the north and established residential uses to the east. The 35th Street portion of this subarea is characterized by vacant buildings including single-user, multistory industrial structures; scattered commercial uses; and underutilized parking lots interspersed with residential uses.

Given the amount of existing vacant land and riverfront access, this subarea has large-scale redevelopment potential as a new residential community. However, to facilitate its successful redevelopment, public improvements are necessary.

Specific Redevelopment Objectives: Private Actions

- Encourage the development of a single-family residential environment similar in scale to the surrounding residential uses.
- Promote the subarea's amenities which make it attractive for new residential development.

Specific Redevelopment Objectives: Public Improvements and Incentives

- Facilitate the assembly of vacant land and underutilized properties for redevelopment as residential uses.
- Ensure that private development occurs in a planned and cohesive manner through the use of governmental tools.
- Ensure the development of a comprehensive roadway system within this subarea, using governmental tools, as redevelopment occurs.
- Facilitate the development of the riverfront for passive recreational uses in accordance with the City's riverfront design guidelines.
- Buffer new residential development within this subarea from the active industrial uses directly south of 35th Street.
- Encourage the adaptive reuse of property along 35th Street within the subarea that is compatible with both the low-intensity residential uses to the north and the high-intensity industrial uses to the south.
- Facilitate the remediation of the environment if contaminants are present.

35TH AND ASHLAND SUBAREA

The 35th and Ashland subarea is bounded by 33rd Street on the north, the Chicago River on the east, 35th Street on the south, and Ashland Avenue on the west (Map 2). It is designated for industrial uses in keeping with existing land uses.

This subarea is characterized by vacant and underutilized properties, and incompatible residential development on a limited scale. Given these characteristics, it has the potential for large-scale redevelopment. However, to achieve its successful redevelopment, public improvements are necessary.

Specific Redevelopment Objectives: Private Actions

- Encourage the redevelopment of underutilized and vacant property for modern industrial uses in order to take advantage of the area's highly visible location along 35th Street, Ashland Avenue, and the Chicago River.

- Promote the subarea's amenities that make it attractive for industrial development such as its frontage along 35th Street, Ashland Avenue, and the Chicago River.
- Provide an environment that is conducive to modern industrial development.

Specific Redevelopment Objectives: Public Improvements and Incentives

- Use governmental tools to discourage new residential development, and eliminate, over time, existing incompatible residential uses.
- Provide a mechanism to facilitate the redevelopment of incompatible residential uses to accommodate modern industrial uses.
- Eliminate unnecessary streets, alleys, and other rights-of-way to increase the amount of land available for private investment.
- Facilitate the assembly of vacant land and underutilized properties for redevelopment as industrial uses.
- Facilitate the remediation of the environment if contaminants are present.
- Encourage the improvement of the riverfront, as redevelopment occurs over time, in accordance with the City's riverfront design guidelines.
- Establish an identifiable gateway, using signage and other mediums, in the vicinity of the key intersection of 35th Street and Ashland Avenue to promote the Redevelopment Project Area as a unified industrial unit.
- Improve the attractiveness of the 35th Street and Ashland Avenue frontages through the use of appropriate streetscaping amenities consistent with the treatment of the Redevelopment Project Area as a whole.
- Conduct a street-by-street inspection of the subarea to determine existing conditions, and develop a timetable for improvements.
- Improve roadways that are substandard or in poor condition.
- Install applicable streetscaping improvements throughout the subarea to help define the area as a cohesive industrial unit and to improve its visual appeal.

37TH AND IRON SUBAREA

The 37th and Iron subarea is bounded by 35th Street on the north, the Chicago River on the east, Pershing Road on the south, and Ashland Avenue on the west (Map 2); and is completely incorporated within the Stockyards Industrial Corridor. It is designated for industrial uses in keeping with existing uses and the policy recommendations presented in the City's *Corridors of Industrial Opportunity: A Plan for Industry in Chicago's South Side*.

This subarea was part of the Original East District of the CMD development. It is characterized by inadequate infrastructure in some portions; scattered multistory, old industrial buildings unsuitable for modern industrial uses; and scattered vacant land. To facilitate its successful redevelopment, public improvements are necessary.

Specific Redevelopment Objectives: Private Actions

- Encourage an environment that is conducive to modern industrial development.
- Promote the subarea's amenities that make it attractive for industrial development.
- Establish a unified, industrial identity.
- Buffer unsightly areas through the use of aesthetic screening.

Specific Redevelopment Objectives: Public Improvements and Incentives

- Establish identifiable gateways, using signage and other mediums, in the vicinity of key intersections such as 35th and Iron Streets to promote the Redevelopment Project Area as a unified industrial unit.
- Ensure that large-scale vacant and underutilized parcels throughout the subarea are reserved for industrial uses through the use of appropriate governmental land use controls.
- Improve the appearance of City-owned property at 39th and Iron.
- Upgrade inadequate infrastructure.
- Facilitate the remediation of the environment, if contaminants are present.
- Facilitate the assembly of vacant land and underutilized properties for redevelopment as industrial uses.

- Demolish existing buildings that are unsuitable or infeasible for redevelopment.
- Facilitate the rehabilitation or expansion of existing viable industries.
- Conduct a street-by-street inspection of the subarea to determine existing conditions, and develop a timetable for improvements.
- Restrict parallel parking where it interferes with loading docks on 37th Street between Ashland Avenue and Iron Street.
- Improve roadways that are substandard or in poor condition.
- Install applicable streetscaping improvements throughout the subarea to help define the area as a cohesive industrial unit and to improve its visual appeal.

PERSHING ROAD SUBAREA

The Pershing Road subarea is bounded by Pershing Road on the north, private property on the south, the vacated channel of the Chicago River on the south, and private property on the west (Map 2), and is completely incorporated within the Stockyards Industrial Corridor. It is designated for mixed-uses which is acceptable in designated industrial corridors, in limited circumstances, under the City's *Corridors of Industrial Opportunity: A Plan for Industry in Chicago's South Side*. In keeping with the *Corridors of Opportunity* plan, the development of industrial and compatible mixed-uses will be undertaken through the planned development process.

This subarea was the site of the Pershing Road District of the CMD. It is characterized by several vacant, multistory old industrial buildings which may be unsuitable for modern industrial uses, and it lacks parking. While this area has redevelopment potential given the amount of existing vacant and underutilized property, it is not easily developable due to the costs associated with rehabilitating or demolishing the structures. To facilitate its redevelopment, certain public improvements may be necessary.

Specific Redevelopment Objectives: Private Actions

- Promote the amenities of this subarea that make it attractive for new users such as accessibility to the regional highway system, frontage on Pershing Road, the view of McKinley Park, and the surrounding employment base.

Specific Redevelopment Objectives: Public Improvements and Incentives

- Facilitate the undertaking of a combination market/feasibility study to determine whether a market exists for the reuse of existing structures, and to identify the feasibility of rehabilitating some or all of the existing structures and/or redeveloping the site.
- Demolish buildings that have environmental problems.
- Explore what other cities are doing with similar multistory industrial space.
- Improve access to the site.
- Facilitate the remediation of the environment, if contaminants are present.
- Explore public incentives to facilitate the rehabilitation of structures (i.e., flexibility on building code interpretations)
- Facilitate the rehabilitation of existing structures or the redevelopment of the site, determined to be feasible.

C. DESIGN CRITERIA

To create a unified redevelopment project with an identifiable image, design criteria are incorporated into this Redevelopment Plan. They address such elements as the relationship of new development to existing development, landscaping, streetscaping, open space, site design, off-street parking, signage, pedestrian and vehicular circulation, and more. Implementation of the design criteria will occur at the time that specific redevelopment projects are undertaken.

The design criteria for the Redevelopment Project Area are as follows:

OVERALL REDEVELOPMENT PROJECT AREA

- Encourage the implementation of new development, and the expansion or renovation of existing uses, through the planned development process where appropriate.
- Ensure that new development and redevelopment activities are physically and visually integrated with adjacent uses and amenities.
- Establish and execute specific design criteria in accordance with this Redevelopment Plan as redevelopment projects are undertaken.

- Encourage architectural and site design that addresses the exterior appearance of buildings, setbacks, loading areas, off-street parking, building coverage, building height, building orientation and placement, platting, screening of outdoor storage areas, and other site issues.
- Encourage the vacation of unnecessary streets, alleys, and other rights-of-way to increase the amount of property available for private investment.
- Improve the main arterial leading to the Redevelopment Project Area in order to efficiently accommodate automobile and truck traffic traveling to and from the site.
- Install upgraded or new utilities in an aesthetically pleasing manner as redevelopment occurs.
- Ensure the adequate separation of vehicular and pedestrian traffic along the roadways adjacent to and throughout the Redevelopment Project Area.
- Require off-street parking for new developments and the expansion or renovation of existing uses.
- Ensure that off-street parking is appropriately screened, landscaped, and surfaced.
- Encourage the development of public and/or private open space within the Redevelopment Project Area.
- Encourage the addition of special features within the Redevelopment Project Area, where appropriate, such as public art, plazas, etc. to increase the area's attractiveness and desirability as a place to locate.
- Establish a coordinated and consistent landscaping / streetscaping theme along the public rights-of-way throughout the Redevelopment Project Area to foster a cohesive and unified environment appropriate to the primary land uses within each subarea.
- Ensure the adequate maintenance of public and private landscaping, focal points, and open spaces.
- Ensure the adequate and attractive screening, or restriction, of outdoor storage areas.
- Ensure that security fencing is attractive and aesthetically pleasing.
- Encourage the orientation of buildings on lots fronting high visibility transportation routes toward rather than away from the roadway and ensure that such development is attractively designed and landscaped to favorably promote the Redevelopment Project Area.

RESIDENTIAL

- Require planned development process for the implementation of new, large-scale residential developments.
- Preserve the character of existing residential neighborhoods in the residentially oriented subareas as new development and redevelopment occurs.
- Ensure that new residential development is compatible with adjacent existing residential uses in terms of building and site design, landscaping, architectural styles, building materials, and other applicable factors.
- Establish specific design guidelines addressing building design, fencing, screening, landscaping, signage, setbacks, lot size, yards, and other applicable items as new residential development occurs.

COMMERCIAL

- Encourage consistency and uniformity in the design, scale, size, and placement of exterior commercial signage.
- Create an identifiable image for commercial areas through the use of signage and unified streetscaping elements.
- Ensure that commercial areas are well-lighted, including pedestrian-scale lighting, for the safety of shoppers and pedestrians.
- Ensure that new and existing parking areas are well-designed, well-lighted, identifiable, and easily accessed.
- Preserve the character of existing, viable commercial districts as new development and redevelopment occurs.
- Ensure that new commercial development is compatible with adjacent uses in terms of building and site design, landscaping, architectural styles, building materials, and other applicable factors.
- Establish specific design guidelines addressing building design, building massing, fencing, screening, landscaping, signage, setbacks, lot size, and other applicable items as new commercial development and redevelopment occurs.

INDUSTRIAL

- Establish a campus-like industrial park setting for the industrial subareas within the Redevelopment Project Area.
- Create a unique and consistent focal point using signage, landscaping, or other mediums at the major access points into the industrial subareas that identify the subareas as cohesive industrial park areas.
- Discourage unrelated traffic traveling through the industrial subareas and provide a secure environment by limiting the access points into such industrial subareas.
- Improve existing roadways and design new roadways to the standards required by modern industrial development and truck traffic, including truck lengths and weights.
- Remove the circulation impediments throughout the Redevelopment Project Area such as inadequate turning radii at key intersections and low viaducts.
- Establish consistent and understandable locational signage throughout the industrial subareas to reduce confusion and traffic problems.
- Encourage the orientation of buildings on lots fronting residential areas away rather than toward the residential uses, and ensure that the residential areas are adequately protected from the industrial uses through screening, buffering, and site design.
- Locate higher intensity and high traffic uses away from adjacent residential areas.

MIXED-USE

- Require the implementation of mixed-use developments through the planned development process.
- Ensure that each separate land use is designed and positioned so as to accomplish its maximum potential in the mixed environment.
- Promote the combination of mixed-uses so that they perform as a whole and benefit from their proximity to each other.
- Ensure the provision of efficiently functioning infrastructure capable of servicing the differing demands of the mixed-uses.

- Encourage the provision of easy and effective pedestrian access throughout the mixed environment in addition to the surrounding area.
- Ensure that the creation of a harmonious, cohesive, and integrated development results from the mixture of uses.
- Ensure that mixed-use developments are compatible with the surrounding land uses, and fit in with the existing urban fabric.
- Encourage consistency and uniformity in the design, scale, size, and placement of locational and directional signage.
- Encourage the creation of an identifiable image for mixed-use developments through the use of signage and unified streetscaping elements.
- Establish specific design guidelines as new development and redevelopment occurs.

D. ESTIMATED REDEVELOPMENT PROJECT ACTIVITIES AND COSTS

The City proposes to realize its goals and objectives of redevelopment through public finance techniques, including but not limited to tax increment financing, and by undertaking certain activities and incurring certain costs. Such activities may include some or all of the following:

1. **ASSEMBLAGE OF SITES.** To achieve the renewal of the Redevelopment Project Area, the City of Chicago is authorized to acquire property identified in Map 4 - Property Authorized To Be Acquired attached hereto and made a part hereof, and clear property of all improvements, if any, and either (a) sell, lease or convey for private redevelopment, or (b) sell, lease or dedicate for construction of public improvements or facilities. The City pay for a private developer's cost of acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, and the clearing and grading of land. The City may determine that to meet the renewal objectives of this Redevelopment Plan and Project, other properties in the Redevelopment Project Area not scheduled for acquisition should be acquired or certain property currently listed for acquisition should not be acquired. Acquisition of land for public rights-of-way will also be necessary for the portions of said rights-of-way that the City does not own.

As a necessary part of the redevelopment process, the City may hold and secure property which it has acquired and place it in temporary use until such property is scheduled for disposition and redevelopment. Such uses may include, but are not limited to, project office facilities, parking or other uses the City may deem appropriate.

2. **PROVISION OF PUBLIC IMPROVEMENTS AND FACILITIES.** Adequate public improvements and facilities may be provided to service the entire Redevelopment Project Area. Public improvements and facilities may include, but are not limited to:
 - a. Provision for streets and public rights-of-ways
 - b. Provision of utilities necessary to serve the redevelopment
 - c. Public landscaping
 - d. Public landscape/buffer improvements, street lighting and general beautification improvements in connection with public improvements
 - e. Public open space
3. **PROVISION FOR SOIL AND SITE IMPROVEMENTS.** Funds may be made available for improvements to properties for the purpose of making land suitable for development. These improvements may include, but are not limited to:
 - a. Environmental remediation necessary for redevelopment of the Redevelopment Project Area
 - b. Site Preparation - Utilities
 - c. Demolition
 - d. Investigations
4. **JOB TRAINING AND RELATED EDUCATIONAL PROGRAMS.** Funds may be made available for programs to be created for employees so that they may take advantage of the employment opportunities in the Redevelopment Project Area.
5. **ANALYSIS, ADMINISTRATION, STUDIES, LEGAL, ET AL.** Funds may be provided for activities including the long-term management of the Redevelopment Plan and Project as well as the costs of establishing the program and designing its components. Costs of studies, surveys, development of plans, and specifications, implementation and administration of the redevelopment plan, including but not limited to staff and professional service costs for architectural, engineering, legal, marketing, financial, planning or other services, provided, however, that no charges for professional services may be based on a percentage of the tax increment collected.
6. **INTEREST SUBSIDIES.** Funds may be provided to developers or user for a portion of interest costs incurred in the construction of a redevelopment project. Interest costs incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project may be provided that:
 - a. such costs are to be paid directly from the special tax allocation fund established pursuant to the Act;
 - b. such payments in any one year may not exceed 30 percent of the annual interest costs incurred by the redeveloper with regard to the redevelopment project during that year;

- c. if there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this paragraph (6) then the amount so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund; and
 - d. the total of such interest payments paid pursuant to the Act may not exceed 30 percent of the total of (i) costs paid or incurred by the redeveloper for the redevelopment project plus (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by a municipality pursuant to the Act.
7. **REHABILITATION COSTS.** The costs for rehabilitation, reconstruction or repair or remodeling of existing public or private buildings or fixtures including, but not limited to, provision of facade improvements for the purpose of improving the facades of privately held properties may be funded.
8. **PROVISION FOR RELOCATION COSTS.** Funds may be made available for the relocation expenses of public facilities and for private property owners and tenants of properties relocated or acquired by the City for redevelopment purposes.
9. **FINANCING COSTS.** Financing costs, including but not limited to all necessary and incidental expenses related to the issuance of obligations and which may include payment of interest on any obligations issued hereunder accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not exceeding 36 months thereafter and including reasonable reserves related thereto may be funded.
10. **CAPITAL COSTS.** All or a portion of a taxing district's capital costs resulting from the redevelopment project necessarily incurred or to be incurred in furtherance of the objectives of the Redevelopment Plan and Project, to the extent the municipality by written agreement accepts and approves such costs.
11. **PAYMENT IN LIEU OF TAXES.**
12. **COSTS OF JOB TRAINING.** Funds may be provided for costs of job training, advanced vocational education or career education, including but not limited to courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts, provided that such costs (i) are related to the establishment and maintenance of additional job training, advanced vocational education or career education programs for persons employed or to be employed by employers located in a redevelopment project area; and (ii) when incurred by a taxing district or taxing districts other than the municipality, are set forth in a written agreement by or among the municipality and the taxing district or taxing districts, which agreement describes the program to be undertaken, including but not limited to the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available or to be available, itemized costs of the program and sources of funds to pay for the same, and the term of the agreement. Such costs include, specifically, the payment by community college

districts of costs pursuant to Sections 3-37, 3-38, 3-40 and 3-40.1 of the Public Community College Act and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of The School Code.

- 13. REDEVELOPMENT AGREEMENTS.** The City may enter into redevelopment agreements with private developers which may include, but not be limited to, terms of sale, lease or conveyance of land, requirements for site improvements, public improvements, job training and interest subsidies. In the event that the City determines that construction of certain improvements is not financially feasible, the City may reduce the scope of the proposed improvements.

To undertake these activities, redevelopment project costs will be incurred. Redevelopment project costs mean the sum total of all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to this Redevelopment Plan and Project pursuant to the Act.

The estimated redevelopment project costs are shown in Table 1. To the extent that municipal obligations have been issued to pay for such redevelopment project costs incurred prior to, but in anticipation of, the adoption of tax increment financing, the City shall be reimbursed for such redevelopment project costs. The total Redevelopment Project costs provide an upper limit on expenditures (exclusive of capitalized interest, issuance costs, interest and other financing costs). Within this limit, adjustments may be made in line items without amendment to this Redevelopment Plan and Project. The costs represent estimated amounts and do not represent actual City commitments or expenditures. Additional funding in the form of State and Federal grants, and private developer contributions will be pursued by the City as a means of financing improvements and facilities which are of a general community benefit.

Table 1 Estimated Redevelopment Project Costs represent those eligible project costs of the Act. These upper limit expenditures are potential costs to be expended over the maximum 23-year life of the Redevelopment Project Area. These funds are subject to the amount of projects and TIF revenues generated and the City's willingness to fund proposed projects on a project by project basis.

TABLE 1
ESTIMATED REDEVELOPMENT PROJECT COSTS

| <u>Program Action/Improvements</u> | <u>Costs</u> |
|---|-----------------------|
| Land Acquisition | \$ 14,000,000 |
| Site Preparation/Environmental | \$ 12,000,000 |
| Demolition/ Remediation | \$ 11,000,000 |
| Rehabilitation | \$ 1,500,000 |
| Public Improvements | \$ 12,000,000 |
| Job Training | \$ 2,000,000 |
| Interest Subsidy | \$ 1,200,000 |
| Relocation Costs | \$ 1,000,000 |
| Planning, Legal, Professional | \$ 300,000 |
| TOTAL REDEVELOPMENT PROJECT COSTS* | \$ 55,000,000* |

*Exclusive of capitalized interest, issuance costs and other financing costs

(1). All costs are 1996 dollars. In addition to the above stated costs, each issue of bonds issued to finance a phase of the project may include an amount of proceeds sufficient to pay customary and reasonable charges associated with the issuance of such obligations. Adjustments to the estimated line item costs above are expected. Each individual project cost will be re-evaluated in light of projected private development and resulting incremental tax revenues as it is considered for public financing under the provisions of the Act. The totals of line items set forth above are not intended to place a total limit on the described expenditures. Adjustments may be made in line items within the total, either increasing or decreasing line item costs for redevelopment costs. All capitalized interest estimates are in 1996 dollars and include current market rates.

(2). Adjustments to these cost items may be made without amendment to the Redevelopment Plan. Also these costs are estimates and do not represent actual City of Chicago commitments or expenditures. They are in fact ceiling amounts of possible expenditures of TIF funds proposed in the Redevelopment Project Area. The Total Estimated Costs Amount summary does not include private redevelopment costs.

E. SOURCES OF FUNDS TO PAY REDEVELOPMENT PROJECT COSTS

Funds necessary to pay for redevelopment project costs are to be derived principally from tax increment revenues, proceeds of municipal obligations which are secured principally by tax increment revenues and/or possible tax increment revenues from the adjacent TIF Districts. There may be other sources of funds which the City may elect to use to pay for Redevelopment Project costs or obligations issued, the proceeds of which will be used to pay for such costs, including but not limited to state and federal grants and land disposition proceeds generated from the district.

The tax increment revenue which may be used to secure municipal obligations or pay for eligible Redevelopment Project costs shall be the incremental real property tax revenue. Incremental real property tax revenue is attributable to the increase in the current equalized assessed value of each taxable lot, block, tract or parcel of real property in the Redevelopment Project Area over and above the initial equalized assessed value of each such property in the Redevelopment Project Area. Without the use of such tax incremental revenues, the Redevelopment Project Area would not reasonably be anticipated to be developed.

The Stockyards Southeast Quadrant TIF District and the Stockyards Commercial/Industrial TIF District and the proposed Stockyards Annex Redevelopment Project Area and the proposed 35th/Halsted Study Area are all contiguous to one another, and the City finds the goals, objectives and financial success of such redevelopment project areas to be interdependent. The City further finds that it is in the best interests of the City and in furtherance of the purposes of the Act that net revenues from each such redevelopment project are made available to support the other. The City therefore proposes to utilize net incremental revenues received from one redevelopment project area to pay eligible redevelopment project costs, or obligations issued to pay such costs, in the other redevelopment project areas, and vice versa. The amount of revenue from the Redevelopment Project Area made available to support such contiguous redevelopment project areas, when added to all amounts used to pay eligible redevelopment projects costs within the Redevelopment Project Area, shall not at any time exceed the total Redevelopment Eligible Project Costs described on Table 1 (unless otherwise amended).

ISSUANCE OF OBLIGATIONS

To finance Redevelopment Project costs a municipality may issue general obligation bonds or obligations secured by the anticipated tax increment revenue generated within the Redevelopment Project Area or the City may permit the utilization of guarantees, deposits and other forms of security made available by private sector developers to secure such obligations. In addition, a municipality may pledge toward payment of such obligations any part or any combination of the following: (a) net revenues of all or part of any redevelopment project; (b) taxes levied and collected on any or all property in the municipality; (c) the full faith and credit of the municipality; (d) a mortgage on part or all of the Redevelopment Project Area; or (e) any other taxes or anticipated receipts that the municipality may lawfully pledge.

All obligations issued by the City pursuant to this Redevelopment Plan and the Act shall be retired within 23 years (by the year 2019) from the adoption of the ordinance approving the Redevelopment Project Area. Also, the final maturity date of any such obligations which are issued may not be later than 20 years from their respective dates of issue. One or more series of obligations may be sold at one or more times in order to implement this Redevelopment Plan. The amounts payable in any year as principal and interest on all obligations issued by the City pursuant to the Redevelopment Plan and the Act shall not exceed the amounts available, or projected to be available, from tax increment revenues and from such bond sinking funds or other sources of funds (including ad valorem taxes) as may be provided by ordinance. Obligations may be of a parity or senior/junior lien natures. Obligations issued maybe serial or term maturities, and may or may not be subject to mandatory, sinking fund, or optional redemptions.

Tax increment revenues shall be used for the scheduled and/or early retirement of obligations, and for reserves, bond sinking funds and redevelopment project costs, and, to the extent that real property tax increment is not used for such purposes, shall be declared surplus and shall then become available for distribution annually to taxing districts in the Redevelopment Project Area in the manner provided by the Act.

F. MOST RECENT EQUALIZED ASSESSED VALUATION OF PROPERTIES IN THE REDEVELOPMENT PROJECT AREA

The total 1995 equalized assessed valuation for the entire Redevelopment Project Area is \$80,765,158 (Table 2). After verification by the County Clerk of Cook County, this amount will serve as the "Initial Equalized Assessed Valuation."

G. ANTICIPATED EQUALIZED ASSESSED VALUATION

By the year 2019 when it is estimated that development will be completed and fully assessed, the estimated equalized assessed valuation of real property within the Redevelopment Project Area is estimated at between \$110,000,000 and \$130,000,000. These estimates are based on several key assumptions, including: 1) all industrial redevelopment will be completed in 2019; 2) the market value of the anticipated developments will increase following completion of the redevelopment activities described in the Redevelopment Plan and Project; 3) the most recent State Multiplier of 2.1243 as applied to 1995 assessed values will remain unchanged; 4) for the duration of the project, the tax rate for the entire Redevelopment Project Area is assumed to be the same and will remain unchanged from the 1995 level; and 5) growth from reassessments of existing properties at a rate of 2.0% per year with a reassessment every three years.

H. LACK OF GROWTH AND DEVELOPMENT THROUGH INVESTMENT BY PRIVATE ENTERPRISE

As described in the Blighted Area Conditions Section of this Redevelopment Plan and Project Report, the Redevelopment Project Area as a whole is adversely impacted by the presence of numerous factors, and these factors are reasonably distributed throughout the Redevelopment Project Area. The Redevelopment Project Area on the whole has not been subject to growth and development through investment by private enterprise. The lack of private investment is evidenced by continued existence of the factors referenced above and the lack of new development projects initiated or completed within the Redevelopment Project Area.

The lack of growth and investment by the private sector is supported by the trend in the equalized assessed valuation "EAV" of all the property in the Redevelopment Project Area from of 1991-1995.

The EAV for the Redevelopment Project Area in 1995 and 1991 were \$80,765,158 and \$69,766,596 respectively. The EAV increase from 1991 to 1995 represents a 15.76% increase or 3.94% per year. This Redevelopment Project Area is comprised primarily of industrial uses along with a substantial number of commercial uses and a limited number of mixed commercial residential uses which are assessed as commercial property. The EAV for commercial and industrial property in the City of Chicago increased from \$7,875,611,000 in 1984 to \$16,299,068,000 in 1994 or 104.72% or 10.47% per year. It also appears that the largest increase in EAV for individual properties came from properties which were sold and which remain in the same condition as prior to their sale.

A review of the building permit requests from the City of Chicago Department of Buildings for the 518 acre Study Area found 42 permits for new construction/improvements were issued in the last 5 years totaling \$2,518,622 (see Exhibit 5 - Building Permit Requests - New Construction/Improvements). Of the 42 permits, eight permits representing six buildings totaled \$1,946,984.

It is clear from the study of this area that private investment in revitalization and redevelopment has not occurred to overcome the Blighted Area conditions that currently exist. The Redevelopment Project Area is not reasonably expected to be developed without the efforts and leadership of the City, including the adoption of this Redevelopment Plan and Project.

It is clear from the study of this area that private investment in revitalization and redevelopment has not occurred to overcome the Blighted Area conditions that currently exist. The Redevelopment Project Area is not reasonably expected to be developed without the efforts and leadership of the City, including the adoption of this Redevelopment Plan and Project.

I. FINANCIAL IMPACT OF THE REDEVELOPMENT PROJECT

Without the adoption of this Redevelopment Plan and Project, and tax increment financing, the Redevelopment Project Area is not reasonably expected to be redeveloped by private enterprise. There is a real prospect that the Blighted Area conditions will continue and are likely to spread, and the surrounding area will become less attractive for the maintenance and improvement of existing buildings and sites. The possibility of the erosion of the assessed value of property which would result from the lack of a concerted effort by the City to stimulate revitalization and redevelopment could lead to a reduction of real estate tax revenue to all taxing districts.

Sections A, B, & C of this Redevelopment Plan and Project describe the comprehensive redevelopment program proposed to be undertaken by the City to create an environment in which private investment can occur. The Redevelopment Project will be staged with various developments taking place over a period of years. If the Redevelopment Project is successful, various new private projects will be undertaken that will assist in alleviating the Blighted Area conditions, which caused the Redevelopment Project Area to qualify as a Blighted Area under the Act, creating new jobs and promoting development in the Redevelopment Project Area.

The Redevelopment Project is expected to have short and long term financial impacts on the taxing districts affected by the Redevelopment Plan. During the period when tax increment financing is utilized, real estate tax increment revenues (from the increases in Equal Assessed Valuation [EAV] over and above the certified initial EAV established at the time of adoption of this Plan and Project) will be used to pay eligible redevelopment project costs for the TIF District. Incremental revenues will not be available to these taxing districts during this period. At the end of the period during which the Redevelopment Project Area may exist under the Act, the real estate tax revenues will be distributed to all taxing districts levying taxes against property located in the Redevelopment Project Area.

J. DEMAND ON TAXING DISTRICT SERVICES

The following major taxing districts presently levy taxes on properties located within the Redevelopment Project Area: City of Chicago; Chicago Board of Education District 299; Chicago School Finance Authority; Chicago Park District; Chicago Community College District 508; Metropolitan Water Reclamation District of Greater Chicago; County of Cook; and Cook County Forest Preserve District.

The majority of the proposed Redevelopment Project involves industrial and commercial type projects.

Non-residential development, such as industrial, commercial, office, service, public and institutional uses, should not cause increased demand for services or capital improvements on any of the taxing districts named above except for the Metropolitan Water Reclamation District. Replacement of

vacant and underutilized land with active and more intensive uses will result in additional demands on services and facilities provided by the Metropolitan Water Reclamation District, City of Chicago, and the City of Chicago Police and Fire Departments. However, it is expected that any increase in demand for treatment of sanitary and storm sewage associated with the Redevelopment Project Area can be adequately handled by existing treatment facilities maintained and operated by the Metropolitan Water Reclamation District. Additionally, any additional cost to the City of Chicago for police, fire protection and sanitation services will be minimal since industrial developments will privately pay for the majority of the costs of these services (i.e., sanitation services).

Residential development is not likely to cause increased demand for capital improvements to be provided by the Community College District, Chicago Park District, Metropolitan Water Reclamation District and the City of Chicago. Based on the size of the proposed development and the existence of several existing neighborhood parks, for example, it is not anticipated that the Park District will require any new capital improvements. It is also expected that any minor increase in demand for treatment of sanitary and storm sewage associated with the residential development within the Redevelopment Project Area can be adequately handled by existing treatment facilities of the Metropolitan Water Reclamation District. Some additional services may be required by the Chicago Park District and the City of Chicago for police and fire protection; however, these services are not expected to be significant.

Without the adoption of this Redevelopment Plan and Project, and tax increment financing, the Redevelopment Project Area is not reasonably expected to be redeveloped by private enterprise. There is a real prospect that the Blighted Area factors will continue to exist and spread, and the area as a whole will become less attractive for the maintenance and improvement of existing buildings and sites and will become a blighted area. The possibility of the erosion of the assessed value of property which would result from the lack of a concerted effort by the City to stimulate revitalization and redevelopment could lead to a reduction of real estate tax revenue to all taxing districts.

If successful, the implementation of the Redevelopment Project may enhance the values of properties within and adjacent to the Redevelopment Project Area.

K. PROGRAM TO ADDRESS FINANCIAL AND SERVICE IMPACTS

As described in detail in prior sections of this report, the complete scale and amount of development in the Redevelopment Project Area cannot be predicted with complete certainty at this time and the demand for services provided by those taxing districts cannot be quantified at this time.

As indicated in Section D & Table 1, Estimated Redevelopment Project Costs of the Redevelopment Plan and Project, the City may provide public improvements and facilities to service the Redevelopment Project Area. It is likely that any potential improvements may mitigate some of the

additional service and capital demands placed on taxing districts as a result of the implementation of this Redevelopment Plan and Project.

L. PROVISION FOR AMENDING ACTION PLAN

The Redevelopment Project Area Tax Increment Redevelopment Plan and Project may be amended pursuant to the provisions of the Act.

M. AFFIRMATIVE ACTION PLAN

The City is committed to and will affirmatively implement the following principles with respect to the Redevelopment Project Area.

- A. The assurance of equal opportunity in all personnel and employment actions with respect to the Redevelopment Plan and Project, including but not limited to hiring, training, transfer, promotion, discipline, fringe benefits, salary, employment working conditions, termination, etc., without regard to race, color, religion, sex, age, handicapped status, national origin, creed, or ancestry.
- B. Redeveloper will meet City of Chicago standards for participation of Minority Business Enterprise and Woman Business Enterprises as required in any Redevelopment Agreements with the City.
- C. This commitment to affirmative action and non discrimination will ensure that all members of the protected groups are sought out to compete for all job openings and promotional opportunities.

N. PHASING AND SCHEDULING OF REDEVELOPMENT

A phased implementation strategy will be utilized to achieve a timely and orderly redevelopment of the Redevelopment Project Area. It is expected that over the 23 years of this plan for the Redevelopment Project Area, numerous public/private improvements and developments can be expected to take place. The specific time frame and financial investment will be staged in a timely manner. Development within the Redevelopment Project Area intended to be used for industrial purposes will be staged consistently with the funding and construction of infrastructure improvements, and private sector interest in new industrial facilities. City expenditures for Redevelopment Project costs will be carefully staged on a reasonable and proportional basis to coincide with expenditures in redevelopment by private developers. The estimated date for completion of the Redevelopment Project shall be no later than 23 years from the adoption of the ordinance of the City Council of the City approving the Redevelopment Project Area.

APPENDIX

TABLE 1
ESTIMATED REDEVELOPMENT PROJECT COSTS

| <u>Program Action/Improvements</u> | <u>Costs</u> |
|---|-----------------------|
| Land Acquisition | \$ 14,000,000 |
| Site Preparation/Environmental | \$ 12,000,000 |
| Demolition/Remediation | \$ 11,000,000 |
| Rehabilitation | \$ 1,500,000 |
| Public Improvements | \$ 12,000,000 |
| Job Training | \$ 2,000,000 |
| Interest Subsidy | \$ 1,200,000 |
| Relocation Costs | \$ 1,000,000 |
| Planning, Legal, Professional | \$ 300,000 |
| TOTAL REDEVELOPMENT PROJECT COSTS* | \$ 55,000,000* |

*Exclusive of capitalized interest, issuance costs and other financing costs

(1). All costs are 1996 dollars. In addition to the above stated costs, each issue of bonds issued to finance a phase of the project may include an amount of proceeds sufficient to pay customary and reasonable charges associated with the issuance of such obligations. Adjustments to the estimated line item costs above are expected. Each individual project cost will be re-evaluated in light of projected private development and resulting incremental tax revenues as it is considered for public financing under the provisions of the Act. The totals of line items set forth above are not intended to place a total limit on the described expenditures. Adjustments may be made in line items within the total, either increasing or decreasing line item costs for redevelopment costs. All capitalized interest estimates are in 1996 dollars and include current market rates.

(2). Adjustments to these cost items may be made without amendment to the Redevelopment Plan. Also these costs are estimates and do not represent actual City of Chicago commitments or expenditures. They are in fact ceiling amounts of possible expenditures of TIF funds proposed in the Redevelopment Project Area. The Total Estimated Costs Amount summary does not include private redevelopment costs.

TABLE 2
1995 EQUALIZED ASSESSED VALUATION

| PIN# | 1994 EAV | 1995 EAV |
|---------------|-----------|-----------|
| 17 32 102 003 | \$222,355 | \$223,491 |
| 17 32 102 005 | \$68,277 | \$68,626 |
| 17 32 108 001 | \$58,407 | \$58,705 |
| 17 32 108 003 | \$0 | RR |
| 17 32 109 001 | \$1,498 | \$1,506 |
| 17 32 109 002 | \$1,429 | \$1,436 |
| 17 32 109 003 | \$1,913 | \$1,922 |
| 17 32 109 004 | \$2,386 | \$2,398 |
| 17 32 109 005 | \$2,344 | \$2,356 |
| 17 32 109 006 | \$1,807 | \$1,816 |
| 17 32 109 007 | \$1,809 | \$1,818 |
| 17 32 111 001 | \$12,476 | \$12,540 |
| 17 32 111 002 | \$4,043 | \$4,064 |
| 17 32 111 003 | \$5,300 | \$5,300 |
| 17 32 111 004 | \$4,043 | \$4,064 |
| 17 32 111 005 | \$15,371 | \$15,450 |
| 17 32 111 006 | \$10,421 | \$10,421 |
| 17 32 111 007 | \$4,043 | \$4,064 |
| 17 32 111 008 | \$17,842 | \$17,956 |
| 17 32 111 009 | \$12,195 | \$12,280 |
| 17 32 111 010 | \$13,983 | \$18,577 |
| 17 32 111 013 | \$15,067 | \$15,144 |
| 17 32 111 014 | \$4,091 | \$4,091 |
| 17 32 111 015 | \$3,880 | \$3,900 |
| 17 32 111 016 | \$3,880 | \$3,900 |
| 17 32 111 017 | \$12,960 | \$13,049 |
| 17 32 111 018 | \$45,244 | \$45,475 |
| 17 32 111 019 | \$45,244 | \$45,475 |
| 17 32 111 020 | \$7,645 | \$7,684 |
| 17 32 111 021 | \$10,392 | \$10,481 |
| 17 32 111 022 | \$17,770 | \$13,361 |
| 17 32 111 023 | \$15,707 | \$15,810 |
| 17 32 111 024 | \$7,750 | \$7,790 |
| 17 32 111 025 | \$2,910 | \$2,925 |
| 17 32 111 026 | \$2,600 | \$2,613 |
| 17 32 111 027 | \$2,600 | \$1,899 |
| 17 32 111 028 | \$9,430 | \$9,501 |
| 17 32 111 029 | \$10,314 | \$14,889 |
| 17 32 111 030 | \$2,600 | \$2,613 |
| 17 32 111 031 | \$2,600 | \$2,613 |
| 17 32 111 032 | \$14,270 | \$14,343 |
| 17 32 111 033 | \$9,982 | \$10,056 |
| 17 32 111 034 | \$2,494 | \$2,507 |
| 17 32 111 035 | \$14,323 | \$18,919 |
| 17 32 111 036 | \$2,494 | \$2,507 |
| 17 32 111 037 | \$23,459 | \$23,802 |
| 17 32 111 038 | \$30,551 | \$30,707 |
| 17 32 111 039 | \$3,992 | \$3,992 |
| 17 32 111 040 | \$7,775 | \$12,338 |

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| 17 32 111 041 | \$2,494 | \$2,507 |
| 17 32 111 042 | \$2,494 | \$2,507 |
| 17 32 111 043 | \$2,494 | \$2,507 |
| 17 32 111 044 | \$2,800 | \$2,813 |
| 17 32 111 045 | \$2,600 | \$2,613 |
| 17 32 111 046 | \$2,600 | \$2,613 |
| 17 32 111 047 | \$21,539 | \$21,649 |
| 17 32 111 048 | \$3,743 | \$3,762 |
| 17 32 111 049 | \$15,722 | \$15,825 |
| 17 32 112 015 | \$530,905 | \$533,618 |
| 17 32 112 016 | \$306,151 | \$307,715 |
| 17 32 112 018 | \$88,974 | \$89,429 |
| 17 32 112 019 | \$112,314 | \$112,887 |
| 17 32 112 021 | \$1,059 | \$1,064 |
| 17 32 112 022 | \$96,664 | \$97,138 |
| 17 32 112 023 | \$5,757 | \$5,787 |
| 17 32 112 024 | \$51 | \$51 |
| 17 32 113 001 | \$23,003 | \$23,121 |
| 17 32 113 002 | \$3,604 | \$3,622 |
| 17 32 113 003 | \$26,617 | \$26,776 |
| 17 32 113 004 | \$2,718 | \$2,732 |
| 17 32 113 005 | \$9,950 | \$8,118 |
| 17 32 113 006 | \$2,621 | \$2,634 |
| 17 32 113 007 | \$13,670 | \$13,763 |
| 17 32 113 008 | \$16,301 | \$16,407 |
| 17 32 113 009 | \$11,332 | \$11,413 |
| 17 32 113 010 | \$2,621 | \$2,634 |
| 17 32 113 011 | \$11,653 | \$11,736 |
| 17 32 113 017 | \$7,496 | \$7,558 |
| 17 32 113 018 | \$20,881 | \$20,988 |
| 17 32 113 019 | \$16,933 | \$17,043 |
| 17 32 113 020 | \$10,789 | \$15,367 |
| 17 32 113 021 | \$8,101 | \$8,142 |
| 17 32 113 022 | \$8,101 | \$8,142 |
| 17 32 113 023 | \$78,683 | \$79,088 |
| 17 32 113 024 | \$5,094 | \$5,120 |
| 17 32 113 025 | \$4,413 | \$4,438 |
| 17 32 113 026 | \$4,413 | \$4,438 |
| 17 32 113 027 | \$4,413 | \$4,438 |
| 17 32 113 028 | \$4,413 | \$4,438 |
| 17 32 113 029 | \$4,413 | \$4,438 |
| 17 32 113 030 | \$4,413 | \$4,438 |
| 17 32 113 031 | \$4,282 | \$4,304 |
| 17 32 113 032 | \$4,384 | \$4,387 |
| 17 32 113 033 | \$4,424 | \$4,448 |
| 17 32 113 034 | \$4,424 | \$4,448 |
| 17 32 113 035 | \$4,424 | \$4,448 |
| 17 32 113 036 | \$4,424 | \$4,448 |
| 17 32 113 037 | \$4,424 | \$4,448 |
| 17 32 113 038 | \$4,424 | \$4,448 |
| 17 32 113 039 | \$4,424 | \$4,448 |
| 17 32 113 040 | \$4,424 | \$4,448 |
| 17 32 113 041 | \$4,960 | \$4,986 |
| 17 32 113 042 | \$4,960 | \$4,986 |
| 17 32 113 043 | \$8,799 | \$8,843 |
| 17 32 113 049 | \$19,410 | \$19,510 |

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|--------------------|-------------|-------------|
| 17 32 113 050 | \$89,340 | \$89,796 |
| 17 32 114 027 | \$2,756,283 | \$2,872,498 |
| 17 32 114 028 | \$413,965 | \$416,080 |
| 17 32 115 001 | \$752 | \$756 |
| 17 32 115 003 | \$14,879 | \$14,955 |
| 17 32 115 004 | \$320,202 | \$616,223 |
| 17 32 115 005 | \$45,567 | \$45,800 |
| 17 32 115 006 | \$487,853 | \$490,346 |
| 17 32 116 006 | \$473 | \$476 |
| 17 32 116 007 | \$36,509 | \$36,695 |
| 17 32 116 008 | \$594,536 | \$597,568 |
| 17 32 116 009 | \$318,086 | \$319,711 |
| 17 32 116 015 | \$0 | Exempt |
| 17 32 116 016 | \$37,062 | \$37,252 |
| 17 32 116 017 | \$0 | Exempt |
| 17 32 116 018 | \$14,744 | \$14,819 |
| 17 32 116 020 | \$27,894 | \$28,037 |
| 17 32 116 021 | \$0 | RR |
| 17 32 116 022 8001 | \$0 | \$0 |
| 17 32 116 022 8002 | \$2 | |
| 17 32 116 023 8001 | \$0 | \$0 |
| 17 32 116 023 8002 | \$2 | |
| 17 32 116 024 8001 | \$0 | \$0 |
| 17 32 116 024 8002 | \$2 | |
| 17 32 202 014 | \$35,183 | \$35,363 |
| 17 32 202 035 | \$25,726 | \$25,857 |
| 17 32 202 036 | \$17,320 | \$17,431 |
| 17 32 202 037 | \$19,218 | \$7,960 |
| 17 32 202 038 | \$3,327 | \$3,344 |
| 17 32 202 039 | \$25,770 | \$25,902 |
| 17 32 203 001 | \$31,850 | \$32,013 |
| 17 32 203 002 | \$26,526 | \$26,685 |
| 17 32 203 003 | \$20,408 | \$20,512 |
| 17 32 203 004 | \$18,892 | \$20,017 |
| 17 32 203 020 | \$4,935 | \$4,960 |
| 17 32 203 021 | \$74,365 | \$91,597 |
| 17 32 206 041 | \$30,608 | \$30,764 |
| 17 32 206 042 | \$12,007 | \$12,104 |
| 17 32 206 043 | \$18,894 | \$19,014 |
| 17 32 206 044 | \$15,895 | \$15,999 |
| 17 32 206 045 | \$25,024 | \$25,152 |
| 17 32 206 046 | \$28,670 | \$28,816 |
| 17 32 206 047 | \$25,060 | \$25,168 |
| 17 32 206 048 | \$3,012 | \$3,027 |
| 17 32 206 049 | \$21,604 | \$21,715 |
| 17 32 206 050 | \$58,328 | \$58,626 |
| 17 32 207 001 | \$21,949 | \$17,561 |
| 17 32 207 002 | \$2,817 | \$2,832 |
| 17 32 207 003 | \$22,821 | \$22,749 |
| 17 32 207 004 | \$25,884 | \$28,529 |
| 17 32 207 021 | \$38,299 | \$38,494 |
| 17 32 207 022 | \$45,555 | \$39,597 |
| 17 32 208 005 | \$67,421 | \$67,765 |
| 17 32 208 006 | \$66,036 | \$66,374 |
| 17 32 208 007 | \$66,036 | \$66,374 |
| 17 32 208 008 | \$9,371 | \$9,419 |

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| 17 32 208 009 | \$116,860 | \$117,457 |
| 17 32 208 010 | \$116,860 | \$117,457 |
| 17 32 208 011 | \$27,319 | \$27,459 |
| 17 32 208 012 | \$45,654 | \$45,887 |
| 17 32 208 013 | \$23,377 | \$23,497 |
| 17 32 208 014 | \$10,515 | \$10,515 |
| 17 32 208 015 | \$25,590 | \$25,721 |
| 17 32 208 016 | \$4,755 | \$4,780 |
| 17 32 208 017 | \$4,836 | \$4,860 |
| 17 32 208 018 | \$9,769 | \$9,819 |
| 17 32 208 019 | \$9,906 | \$9,957 |
| 17 32 208 020 | \$213,846 | \$214,937 |
| 17 32 208 021 | \$4,876 | \$4,901 |
| 17 32 208 022 | \$28,663 | \$28,810 |
| 17 32 211 015 | \$18,514 | \$20,106 |
| 17 32 211 025 | \$29,587 | \$29,738 |
| 17 32 211 026 | \$52,673 | \$80,432 |
| 17 32 211 027 | \$18,634 | \$18,753 |
| 17 32 211 028 | \$19,100 | \$19,197 |
| 17 32 211 029 | \$19,742 | \$19,843 |
| 17 32 212 001 | \$29,215 | \$28,364 |
| 17 32 212 002 | \$9,675 | \$9,748 |
| 17 32 212 003 | \$105,290 | \$105,828 |
| 17 32 212 004 | \$39,290 | \$39,491 |
| 17 32 212 005 | \$60,051 | \$60,358 |
| 17 32 212 046 | \$0 | Exempt |
| 17 32 213 001 | \$39,212 | \$39,412 |
| 17 32 213 002 | \$36,323 | \$36,508 |
| 17 32 213 003 | \$24,895 | \$25,022 |
| 17 32 213 004 | \$22,619 | \$22,734 |
| 17 32 213 005 | \$19,697 | \$24,321 |
| 17 32 213 006 | \$19,116 | \$19,237 |
| 17 32 213 007 | \$20,729 | \$20,858 |
| 17 32 213 008 | \$33,400 | \$33,570 |
| 17 32 213 034 | \$15,118 | \$15,195 |
| 17 32 215 023 | \$55,575 | \$55,872 |
| 17 32 215 024 | \$19,670 | \$19,770 |
| 17 32 215 025 | \$48,706 | \$80,296 |
| 17 32 215 026 | \$60,632 | \$60,942 |
| 17 32 215 027 | \$9,406 | \$9,406 |
| 17 32 215 028 | \$27,068 | \$27,206 |
| 17 32 215 029 | \$12,818 | \$12,950 |
| 17 32 215 030 | \$20,219 | \$49,243 |
| 17 32 215 031 | \$171,521 | \$172,398 |
| 17 32 215 032 | \$30,084 | \$30,237 |
| 17 32 215 033 | \$19,136 | \$19,233 |
| 17 32 215 034 | \$10,880 | \$10,959 |
| 17 32 215 035 | \$39,894 | \$40,098 |
| 17 32 215 036 | \$9,810 | \$10,980 |
| 17 32 215 037 | \$28,758 | \$28,905 |
| 17 32 215 038 | \$4,755 | \$4,780 |
| 17 32 215 039 | \$45,239 | \$45,471 |
| 17 32 215 040 | \$45,239 | \$45,471 |
| 17 32 215 041 | \$56,128 | \$56,415 |
| 17 32 215 042 | \$0 | Exempt |
| 17 32 217 150 | \$29,976 | |

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| 17 32 217 151 | \$4,339 | |
| 17 32 217 152 | \$28,744 | \$28,890 |
| 17 32 217 153 | \$28,137 | \$40,194 |
| 17 32 217 154 | \$10,819 | \$10,887 |
| 17 32 217 155 | \$29,502 | \$29,653 |
| 17 32 217 156 | \$24,426 | \$24,551 |
| 17 32 217 157 | \$24,514 | \$24,787 |
| 17 32 217 158 | \$23,219 | \$23,213 |
| 17 32 217 159 | \$14,625 | \$14,736 |
| 17 32 217 160 | \$7,336 | \$7,336 |
| 17 32 217 161 | \$39,548 | \$39,750 |
| 17 32 217 162 | \$3,221 | \$3,237 |
| 17 32 217 163 | \$3,348 | \$3,365 |
| 17 32 217 164 | \$29,705 | \$29,857 |
| 17 32 217 165 | \$21,489 | \$21,579 |
| 17 32 217 167 | \$12,998 | \$15,531 |
| 17 32 217 168 | \$15,932 | \$16,013 |
| 17 32 217 169 | \$15,779 | \$15,860 |
| 17 32 217 170 | \$20,970 | \$46,206 |
| 17 32 217 171 | \$16,574 | \$16,714 |
| 17 32 217 172 | \$22,496 | \$22,611 |
| 17 32 217 173 | \$22,496 | \$22,611 |
| 17 32 217 174 | \$0 | Exempt |
| 17 32 217 175 | \$8,684 | \$8,784 |
| 17 32 217 176 | \$21,467 | \$17,077 |
| 17 32 217 177 | \$19,681 | \$17,304 |
| 17 32 217 178 | \$10,305 | \$10,305 |
| 17 32 217 179 | \$3,115 | \$3,131 |
| 17 32 217 180 | \$22,699 | \$22,838 |
| 17 32 217 181 | \$3,487 | \$3,505 |
| 17 32 217 182 | \$3,487 | \$3,505 |
| 17 32 217 183 | \$3,348 | \$3,365 |
| 17 32 217 184 | \$3,375 | \$3,393 |
| 17 32 217 185 | \$26,651 | \$26,787 |
| 17 32 217 186 | \$24,066 | \$24,212 |
| 17 32 217 187 | \$2,999 | \$3,014 |
| 17 32 217 188 | \$3,487 | \$3,505 |
| 17 32 217 189 | \$16,124 | \$16,229 |
| 17 32 217 190 | \$13,928 | \$14,035 |
| 17 32 217 191 | \$2,450 | \$2,462 |
| 17 32 217 192 | \$16,170 | \$16,276 |
| 17 32 217 193 | \$8,225 | \$8,225 |
| 17 32 217 195 | \$46,224 | \$46,483 |
| 17 32 217 202 | \$19,588 | \$19,711 |
| 17 32 217 203 | \$17,810 | \$17,924 |
| 17 32 217 204 | \$16,233 | \$16,339 |
| 17 32 217 215 | | \$24,166 |
| 17 32 217 216 | | \$18,928 |
| 17 32 218 001 | \$63,796 | \$64,122 |
| 17 32 218 002 | \$8,961 | \$6,491 |
| 17 32 218 003 | \$5,412 | \$5,412 |
| 17 32 218 004 | \$8,439 | \$8,505 |
| 17 32 218 007 | \$17,996 | \$18,111 |
| 17 32 218 008 | \$20,057 | \$20,160 |
| 17 32 218 009 | \$25,687 | \$25,819 |
| 17 32 218 010 | \$19,541 | \$19,641 |

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| 17 32 218 011 | \$3,527 | \$3,545 |
| 17 32 218 012 | \$23,578 | \$34,125 |
| 17 32 218 035 | \$9,535 | \$9,535 |
| 17 32 218 036 | \$27,207 | \$27,346 |
| 17 32 219 038 | \$43,375 | \$43,597 |
| 17 32 219 039 | \$43,375 | \$43,597 |
| 17 32 219 040 | \$23,817 | \$11,819 |
| 17 32 219 041 | \$68,372 | \$68,721 |
| 17 32 219 042 | \$45,457 | \$22,142 |
| 17 32 219 043 | \$63,823 | \$64,150 |
| 17 32 219 044 | \$142,258 | \$142,985 |
| 17 32 219 045 | \$20,818 | \$20,924 |
| 17 32 219 046 | \$55,532 | \$55,816 |
| 17 32 220 001 | \$31,635 | \$31,832 |
| 17 32 220 002 | \$15,107 | \$15,207 |
| 17 32 220 003 | \$15,765 | \$15,845 |
| 17 32 220 004 | \$9,858 | \$9,920 |
| 17 32 220 005 | \$9,858 | \$9,920 |
| 17 32 220 006 | \$27,336 | \$27,498 |
| 17 32 220 007 | \$3,527 | \$3,545 |
| 17 32 220 008 | \$21,718 | \$21,852 |
| 17 32 220 009 | \$13,008 | \$13,098 |
| 17 32 220 010 | \$22,059 | \$22,171 |
| 17 32 220 011 | \$20,598 | \$20,703 |
| 17 32 220 012 | \$4,696 | \$4,720 |
| 17 32 221 036 | \$65,827 | \$66,163 |
| 17 32 221 037 | \$22,807 | \$22,923 |
| 17 32 221 040 | \$9,716 | \$9,765 |
| 17 32 221 041 | \$9,821 | \$9,872 |
| 17 32 221 042 | \$9,963 | \$10,596 |
| 17 32 221 043 | \$22,639 | \$22,778 |
| 17 32 221 044 | \$62,071 | \$62,389 |
| 17 32 221 045 | \$62,000 | \$90,011 |
| 17 32 221 046 | \$42,965 | \$43,208 |
| 17 32 221 049 | \$28,697 | \$28,844 |
| 17 32 221 050 | \$0 | Exempt |
| 17 32 222 001 | \$68,355 | \$68,704 |
| 17 32 222 002 | \$58,996 | \$59,298 |
| 17 32 222 003 | \$10,421 | \$10,498 |
| 17 32 222 004 | \$9,980 | \$10,054 |
| 17 32 222 005 | \$3,163 | \$3,163 |
| 17 32 222 006 | \$3,944 | \$3,545 |
| 17 32 222 007 | \$14,874 | \$4,083 |
| 17 32 222 008 | \$27,091 | \$27,229 |
| 17 32 222 009 | \$3,527 | \$3,545 |
| 17 32 222 010 | \$21,473 | \$21,606 |
| 17 32 223 037 | \$0 | Exempt |
| 17 32 223 038 | \$0 | Exempt |
| 17 32 223 039 | \$0 | Exempt |
| 17 32 223 040 | \$262,095 | \$263,434 |
| 17 32 223 046 | \$132,271 | \$132,947 |
| 17 32 223 047 | \$329,440 | \$331,123 |
| 17 32 224 001 | \$133,055 | \$133,735 |
| 17 32 224 002 | \$5,873 | \$5,903 |
| 17 32 224 003 | \$4,614 | \$4,637 |
| 17 32 224 004 | \$4,614 | \$4,637 |

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|---------------|-----------|-----------|
| 17 32 224 005 | \$16,111 | \$16,194 |
| 17 32 224 006 | \$5,869 | \$5,899 |
| 17 32 224 007 | \$5,869 | \$5,899 |
| 17 32 224 008 | \$6,736 | \$6,770 |
| 17 32 224 009 | \$6,736 | \$6,770 |
| 17 32 224 010 | \$6,736 | \$6,770 |
| 17 32 224 011 | \$5,776 | \$5,806 |
| 17 32 224 012 | \$5,814 | \$5,844 |
| 17 32 224 013 | \$5,776 | \$5,806 |
| 17 32 224 014 | \$6,328 | \$6,360 |
| 17 32 224 015 | \$5,159 | \$5,185 |
| 17 32 224 016 | \$5,159 | \$5,185 |
| 17 32 224 017 | \$5,159 | \$5,185 |
| 17 32 224 018 | \$8,993 | \$6,511 |
| 17 32 224 019 | \$2,623 | \$2,636 |
| 17 32 224 020 | \$2,623 | \$2,636 |
| 17 32 224 021 | \$10,029 | \$7,331 |
| 17 32 224 022 | \$16,466 | \$16,550 |
| 17 32 224 023 | \$10,563 | \$10,617 |
| 17 32 224 024 | \$19,677 | \$19,777 |
| 17 32 224 027 | \$487,618 | \$490,110 |
| 17 32 224 028 | \$325,781 | \$327,448 |
| 17 32 224 029 | \$48,332 | \$48,578 |
| 17 32 224 030 | \$11,016 | \$39,833 |
| 17 32 224 032 | \$13,518 | \$13,587 |
| 17 32 224 033 | \$11,083 | \$11,140 |
| 17 32 225 001 | \$1,408 | \$1,415 |
| 17 32 225 002 | \$9,863 | \$14,437 |
| 17 32 225 003 | \$14,680 | \$12,278 |
| 17 32 225 004 | \$2,133 | \$2,143 |
| 17 32 225 005 | \$2,133 | \$2,143 |
| 17 32 225 006 | \$12,419 | \$12,518 |
| 17 32 225 007 | \$2,073 | \$2,084 |
| 17 32 225 008 | \$2,133 | \$2,143 |
| 17 32 225 009 | \$15,709 | \$13,313 |
| 17 32 225 010 | \$19,265 | \$19,383 |
| 17 32 225 011 | \$9,622 | \$9,695 |
| 17 32 225 012 | \$3,729 | \$3,729 |
| 17 32 225 013 | \$2,944 | \$2,944 |
| 17 32 225 014 | \$2,934 | \$2,949 |
| 17 32 225 015 | \$13,670 | \$16,276 |
| 17 32 225 016 | \$15,410 | \$10,988 |
| 17 32 225 017 | \$13,232 | \$13,323 |
| 17 32 225 018 | \$10,567 | \$10,644 |
| 17 32 225 019 | \$6,630 | \$6,630 |
| 17 32 225 020 | \$18,711 | \$18,806 |
| 17 32 225 021 | \$6,326 | \$6,358 |
| 17 32 225 022 | \$6,070 | \$6,101 |
| 17 32 225 023 | \$18,652 | \$18,747 |
| 17 32 225 024 | \$51,326 | \$51,589 |
| 17 32 225 025 | \$356,051 | \$357,870 |
| 17 32 225 041 | \$730,423 | \$734,156 |
| 17 32 225 042 | | Exempt |
| 17 32 225 043 | | Exempt |
| 17 32 225 044 | \$116,999 | \$64,572 |
| 17 32 226 001 | \$16,840 | \$16,962 |

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|---------------|-------------|-------------|
| 17 32 226 002 | \$2,566 | \$2,579 |
| 17 32 226 003 | \$37,663 | \$15,546 |
| 17 32 226 004 | \$14,940 | \$15,017 |
| 17 32 226 005 | \$10,833 | \$15,412 |
| 17 32 226 006 | \$16,268 | \$16,351 |
| 17 32 226 007 | \$60,839 | \$61,150 |
| 17 32 226 008 | \$7,790 | \$7,830 |
| 17 32 226 009 | \$7,790 | \$7,830 |
| 17 32 226 010 | \$20,856 | \$20,963 |
| 17 32 226 011 | \$42,524 | \$42,741 |
| 17 32 227 032 | \$166,007 | \$166,855 |
| 17 32 227 033 | \$61,215 | \$61,528 |
| 17 32 227 034 | \$61,215 | \$61,528 |
| 17 32 227 035 | \$64,413 | \$64,742 |
| 17 32 227 036 | \$44,891 | \$45,120 |
| 17 32 227 037 | \$44,891 | \$45,120 |
| 17 32 227 038 | \$46,704 | \$46,943 |
| 17 32 227 039 | \$152,098 | \$152,875 |
| 17 32 227 040 | \$122,076 | \$122,700 |
| 17 32 227 041 | \$75,088 | \$75,472 |
| 17 32 227 042 | \$68,640 | \$68,991 |
| 17 32 300 001 | \$1,911,145 | \$1,920,911 |
| 17 32 300 002 | \$7,061 | \$7,097 |
| 17 32 300 006 | \$65,269 | \$65,803 |
| 17 32 300 007 | \$510,839 | \$513,450 |
| 17 32 300 008 | \$19,960 | \$20,062 |
| 17 32 300 009 | \$75,513 | \$75,899 |
| 17 32 300 010 | \$33,786 | \$33,959 |
| 17 32 300 011 | \$10,973 | \$11,029 |
| 17 32 300 012 | \$419,893 | \$422,039 |
| 17 32 300 013 | \$43,295 | \$43,516 |
| 17 32 300 014 | \$101,321 | \$101,839 |
| 17 32 300 015 | \$59,273 | \$59,576 |
| 17 32 300 017 | \$4,597 | \$4,620 |
| 17 32 300 018 | \$113,176 | \$113,754 |
| 17 32 300 021 | \$16,599 | \$16,684 |
| 17 32 300 022 | \$12,599 | RR |
| 17 32 300 024 | \$31,914 | \$32,077 |
| 17 32 300 025 | \$133,415 | \$134,096 |
| 17 32 300 026 | \$55,010 | \$55,291 |
| 17 32 300 027 | \$14,824 | \$14,900 |
| 17 32 300 028 | \$113,499 | \$114,079 |
| 17 32 300 031 | \$418 | \$421 |
| 17 32 300 032 | \$89,739 | \$90,198 |
| 17 32 300 033 | \$20,875 | Exempt |
| 17 32 300 034 | \$22,598 | \$22,713 |
| 17 32 300 035 | \$6,326 | RR |
| 17 32 300 036 | \$46,353 | \$46,590 |
| 17 32 300 037 | \$11,472 | \$11,531 |
| 17 32 300 038 | \$149,551 | \$150,315 |
| 17 32 300 039 | \$465,454 | \$467,832 |
| 17 32 300 040 | \$15,843 | RR |
| 17 32 300 042 | \$142,695 | \$143,424 |
| 17 32 300 045 | \$469,421 | \$471,820 |
| 17 32 300 046 | \$25,108 | \$25,237 |
| 17 32 300 047 | \$79,816 | \$80,224 |

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|---------------|-------------|-------------|
| 17 32 300 048 | \$33,873 | \$34,046 |
| 17 32 300 049 | \$241,715 | \$242,950 |
| 17 32 300 050 | \$15,589 | \$15,669 |
| 17 32 300 051 | \$390,013 | \$392,006 |
| 17 32 300 052 | \$324,312 | \$318,265 |
| 17 32 300 055 | \$25,662 | \$25,793 |
| 17 32 300 056 | \$94,913 | \$95,398 |
| 17 32 300 057 | \$123,912 | \$124,546 |
| 17 32 300 058 | \$217,967 | \$218,081 |
| 17 32 300 059 | \$103,154 | \$103,681 |
| 17 32 300 060 | \$134,184 | \$134,870 |
| 17 32 300 061 | \$102,946 | \$103,473 |
| 17 32 300 062 | \$17,198 | RR |
| 17 32 300 063 | \$0 | RR |
| 17 32 300 064 | \$38,231 | \$38,426 |
| 17 32 300 065 | \$70,399 | \$70,758 |
| 17 32 300 066 | \$100,810 | \$101,325 |
| 17 32 300 067 | \$17,967 | \$18,059 |
| 17 32 300 069 | \$28,205 | \$28,349 |
| 17 32 300 070 | \$55,862 | \$56,147 |
| 17 32 300 071 | \$21,332 | \$21,441 |
| 17 32 300 072 | \$573,843 | \$576,775 |
| 17 32 300 073 | \$55,845 | \$56,130 |
| 17 32 300 074 | \$331,900 | \$333,596 |
| 17 32 300 075 | \$8,718 | \$8,763 |
| 17 32 300 076 | \$172,223 | \$173,103 |
| 17 32 300 077 | \$143,137 | \$143,868 |
| 17 32 300 078 | \$296,773 | \$298,290 |
| 17 32 300 079 | \$1,127,332 | \$1,133,093 |
| 17 32 300 080 | \$3,096 | \$3,112 |
| 17 32 300 081 | \$121,450 | \$304,404 |
| 17 32 300 082 | \$171,859 | \$172,737 |
| 17 32 300 084 | \$9,568 | \$9,817 |
| 17 32 300 087 | \$184,684 | \$155,989 |
| 17 32 300 090 | \$0 | Exempt |
| 17 32 300 091 | \$21,357 | \$21,466 |
| 17 32 300 092 | \$153,005 | \$122,389 |
| 17 32 300 095 | \$479,559 | \$482,010 |
| 17 32 300 096 | \$39,592 | \$39,795 |
| 17 32 300 097 | \$139,626 | \$140,340 |
| 17 32 300 098 | \$38,041 | \$38,235 |
| 17 32 300 099 | \$108,228 | \$108,781 |
| 17 32 300 100 | \$104,618 | \$105,153 |
| 17 32 300 101 | \$31,895 | \$32,149 |
| 17 32 300 103 | \$3,284 | \$3,301 |
| 17 32 300 105 | \$372 | \$374 |
| 17 32 300 106 | \$40,810 | \$41,018 |
| 17 32 300 107 | \$280,142 | \$281,574 |
| 17 32 300 114 | \$0 | RR |
| 17 32 300 115 | \$0 | Exempt |
| 17 32 300 116 | \$574,449 | \$577,385 |
| 17 32 300 120 | \$4,102 | \$4,123 |
| 17 32 300 121 | \$17,121 | \$17,209 |
| 17 32 300 124 | \$418,095 | \$420,231 |
| 17 32 300 125 | \$533,657 | \$536,384 |
| 17 32 300 126 | \$35,336 | \$35,516 |

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|---------------|-------------|-------------|
| 17 32 300 130 | \$3,481 | \$3,499 |
| 17 32 300 131 | \$207,892 | \$208,955 |
| 17 32 300 133 | \$130,141 | \$130,806 |
| 17 32 300 134 | \$152,927 | \$153,708 |
| 17 32 300 135 | \$501,851 | \$504,415 |
| 17 32 300 136 | \$20,142 | \$20,245 |
| 17 32 300 137 | \$9,750 | \$9,799 |
| 17 32 300 138 | \$12,102 | \$12,164 |
| 17 32 300 141 | \$1,963 | \$1,873 |
| 17 32 300 142 | \$17,994 | \$18,086 |
| 17 32 300 145 | \$21,687 | \$21,797 |
| 17 32 300 148 | \$1,749,963 | \$1,758,906 |
| 17 32 300 149 | \$24,333 | \$24,457 |
| 17 32 300 150 | \$839 | \$843 |
| 17 32 300 151 | \$2,891 | \$2,908 |
| 17 32 300 152 | \$125,341 | \$125,982 |
| 17 32 300 153 | \$336,254 | \$333,260 |
| 17 32 300 154 | \$3,069 | \$3,084 |
| 17 32 300 156 | \$47,349 | \$47,591 |
| 17 32 300 158 | \$7,446 | \$7,484 |
| 17 32 300 159 | \$3,348 | \$3,365 |
| 17 32 300 160 | \$41,429 | \$41,641 |
| 17 32 300 161 | \$3,982 | \$4,002 |
| 17 32 300 162 | \$0 | Exempt |
| 17 32 300 163 | \$0 | Exempt |
| 17 32 300 164 | \$0 | Exempt |
| 17 32 300 165 | \$38,199 | \$38,395 |
| 17 32 300 167 | \$0 | RR |
| 17 32 300 168 | \$537,302 | \$540,048 |
| 17 32 300 170 | \$10,170 | \$10,222 |
| 17 32 300 171 | \$25,677 | \$25,808 |
| 17 32 300 172 | \$4,409 | \$4,431 |
| 17 32 300 173 | \$155,325 | \$156,631 |
| 17 32 300 174 | \$111,760 | \$112,331 |
| 17 32 300 175 | \$140,436 | \$141,153 |
| 17 32 300 176 | \$2,999 | \$3,014 |
| 17 32 300 177 | \$1,087,383 | \$1,092,940 |
| 17 32 300 178 | \$29,995 | \$30,148 |
| 17 32 300 179 | \$0 | RR |
| 17 32 300 180 | \$14,835 | |
| 17 32 300 181 | \$198,549 | \$192,423 |
| 17 32 300 182 | \$211,811 | \$212,893 |
| 17 32 300 183 | | \$19,301 |
| 17 32 300 184 | | \$29,188 |
| 17 32 400 013 | \$483,527 | \$485,997 |
| 17 32 400 014 | \$10,758 | \$10,813 |
| 17 32 400 016 | \$37,827 | \$38,021 |
| 17 32 400 017 | \$2,530 | RR |
| 17 32 400 018 | \$198,857 | \$199,873 |
| 17 32 400 019 | \$201,594 | \$202,624 |
| 17 32 400 020 | \$50,396 | \$50,654 |
| 17 32 400 021 | \$49,270 | \$49,522 |
| 17 32 400 022 | \$103,422 | \$103,950 |
| 17 32 400 023 | \$60,148 | \$60,455 |
| 17 32 400 027 | \$63,695 | \$64,020 |
| 17 32 400 028 | \$148,154 | \$148,911 |

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| 17 32 400 029 | \$121,926 | \$122,549 |
| 17 32 400 030 | \$129,029 | \$129,689 |
| 17 32 400 032 | \$60,930 | \$61,241 |
| 17 32 400 033 | \$30,212 | \$30,367 |
| 17 32 400 034 | \$17,891 | \$17,982 |
| 17 32 400 035 | \$21,640 | \$21,751 |
| 17 32 400 036 | \$112,931 | \$113,508 |
| 17 32 400 040 | \$40,862 | \$41,071 |
| 17 32 400 041 | \$145,950 | \$146,696 |
| 17 32 400 046 | \$113,725 | \$114,306 |
| 17 32 400 048 | \$77,819 | \$78,217 |
| 17 32 400 052 | \$9,513 | \$9,561 |
| 17 32 400 054 | \$43,424 | \$43,646 |
| 17 32 400 056 | \$39,806 | \$40,009 |
| 17 32 400 057 | \$19,768 | \$19,869 |
| 17 32 400 059 | \$2,946 | \$2,961 |
| 17 32 400 062 | \$5,400 | \$5,428 |
| 17 32 400 067 | \$2,065 | \$2,075 |
| 17 32 400 068 | \$0 | RR |
| 17 32 400 074 | \$442 | \$444 |
| 17 32 400 076 | \$488 | \$491 |
| 17 32 400 077 | \$86,949 | \$87,394 |
| 17 32 400 078 | \$115,661 | \$116,252 |
| 17 32 400 084 | \$25,261 | \$25,390 |
| 17 32 400 088 | \$102,374 | \$102,897 |
| 17 32 400 090 | \$772,383 | \$776,330 |
| 17 32 400 095 | \$1,784,003 | \$1,793,120 |
| 17 32 400 099 | \$469,827 | \$472,228 |
| 17 32 400 100 | \$590,994 | \$594,014 |
| 17 32 400 101 | \$1,326,955 | \$1,333,735 |
| 17 32 400 102 | \$377,938 | \$379,869 |
| 17 32 400 103 | \$789,589 | \$793,824 |
| 17 32 400 104 | \$1,795,627 | \$1,804,803 |
| 17 32 400 105 | \$429,960 | \$432,157 |
| 17 32 400 106 | \$1,025,849 | \$1,031,091 |
| 17 32 400 107 | \$24,838 | \$24,965 |
| 17 32 400 108 | \$49,498 | \$49,751 |
| 17 32 400 111 | \$299,210 | \$300,739 |
| 17 32 400 112 | \$398,196 | \$400,231 |
| 17 32 400 116 | \$4,829 | \$4,854 |
| 17 32 400 117 | \$3,570 | \$3,588 |
| 17 32 400 119 | \$365,460 | \$367,328 |
| 17 32 400 120 | \$853,237 | \$857,597 |
| 17 32 400 121 | \$43,900 | \$44,124 |
| 17 32 400 122 | \$7,978 | \$8,019 |
| 17 32 400 123 | \$70,487 | \$70,848 |
| 17 32 400 124 | \$10,329 | \$10,381 |
| 17 32 400 125 | \$3,432 | \$3,450 |
| 17 32 400 126 | \$69,640 | \$69,996 |
| 17 32 400 127 | \$19,856 | \$19,958 |
| 17 32 400 128 | \$3,553 | \$3,571 |
| 17 32 400 129 | \$5,605 | \$5,634 |
| 17 32 400 131 | \$145,159 | \$145,901 |
| 17 32 400 132 | \$76,082 | \$76,471 |
| 17 32 400 135 | \$199,588 | \$200,808 |
| 17 32 400 136 | \$0 | RR |

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|---------------|-------------|-------------|
| 17 32 400 138 | \$15,885 | \$15,966 |
| 17 32 400 139 | \$1,959 | \$1,969 |
| 17 32 400 140 | \$22,908 | \$23,025 |
| 17 32 400 141 | \$302,499 | \$304,045 |
| 17 32 400 142 | \$46,379 | \$46,616 |
| 17 32 400 143 | \$1,054,516 | \$1,157,860 |
| 17 32 400 144 | \$40,383 | \$40,589 |
| 17 32 400 145 | \$993,896 | \$999,075 |
| 17 32 401 001 | \$2,452 | \$2,464 |
| 17 32 401 002 | \$2,511 | \$2,524 |
| 17 32 401 003 | \$2,511 | \$2,524 |
| 17 32 401 004 | \$2,511 | \$2,524 |
| 17 32 401 005 | \$2,511 | \$2,524 |
| 17 32 401 006 | \$2,511 | \$2,524 |
| 17 32 401 007 | \$2,511 | \$2,524 |
| 17 32 401 008 | \$2,511 | \$2,524 |
| 17 32 401 009 | \$2,511 | \$2,524 |
| 17 32 401 011 | \$5,542 | \$5,604 |
| 17 32 401 012 | \$5,542 | \$5,604 |
| 17 32 401 013 | \$5,542 | \$5,604 |
| 17 32 401 014 | \$5,542 | \$5,604 |
| 17 32 401 015 | \$3,018 | \$3,034 |
| 17 32 401 016 | \$3,092 | \$3,108 |
| 17 32 401 017 | \$3,092 | \$3,108 |
| 17 32 401 018 | \$3,092 | \$3,108 |
| 17 32 401 019 | \$3,092 | \$3,108 |
| 17 32 401 020 | \$3,092 | \$3,108 |
| 17 32 401 021 | \$3,092 | \$3,108 |
| 17 32 401 022 | \$3,092 | \$3,108 |
| 17 32 401 023 | \$3,092 | \$3,108 |
| 17 32 401 025 | \$6,493 | \$6,560 |
| 17 32 401 026 | \$6,493 | \$6,560 |
| 17 32 401 027 | \$6,493 | \$6,560 |
| 17 32 401 028 | \$6,493 | \$6,560 |
| 17 32 401 030 | \$107,436 | \$107,904 |
| 17 32 401 031 | \$45,586 | \$46,231 |
| 17 32 401 032 | \$1,509 | \$1,517 |
| 17 32 401 033 | \$4,445 | \$4,140 |
| 17 32 401 034 | \$501 | \$503 |
| 17 32 401 035 | \$3,642 | \$3,367 |
| 17 32 402 001 | \$6,696 | \$6,730 |
| 17 32 402 002 | \$10,005 | \$10,056 |
| 17 32 402 003 | \$9,390 | \$9,438 |
| 17 32 402 004 | \$8,739 | \$8,784 |
| 17 32 402 005 | \$9,289 | \$9,336 |
| 17 32 402 006 | \$9,289 | \$9,336 |
| 17 32 402 007 | \$9,289 | \$9,336 |
| 17 32 402 008 | \$9,289 | \$9,336 |
| 17 32 402 009 | \$38,311 | \$38,507 |
| 17 32 402 010 | \$55,832 | \$56,118 |
| 17 32 402 011 | \$7,562 | \$7,601 |
| 17 32 402 012 | \$16,045 | \$13,676 |
| 17 32 402 013 | \$7,776 | \$10,878 |
| 17 32 402 014 | \$138,781 | \$599,724 |
| 17 32 403 001 | \$6,696 | |
| 17 32 403 002 | \$9,390 | |

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|---------------|-----------|-----------|
| 17 32 403 003 | \$33,182 | \$33,374 |
| 17 32 403 004 | \$33,182 | \$33,374 |
| 17 32 403 005 | \$6,947 | \$6,947 |
| 17 32 403 006 | \$11,683 | \$11,766 |
| 17 32 403 007 | \$17,295 | \$17,383 |
| 17 32 403 008 | \$21,695 | \$21,829 |
| 17 32 403 009 | \$22,431 | \$22,545 |
| 17 32 403 010 | \$12,442 | \$21,729 |
| 17 32 403 011 | \$12,442 | \$21,729 |
| 17 32 403 012 | \$12,442 | \$21,729 |
| 17 32 403 013 | \$12,442 | \$21,729 |
| 17 32 403 014 | \$30,582 | \$30,739 |
| 17 32 403 015 | \$33,351 | \$37,311 |
| 17 32 403 038 | | \$27,804 |
| 17 32 403 039 | | \$30,018 |
| 17 32 403 040 | | \$30,018 |
| 17 32 403 041 | | \$28,023 |
| 17 32 403 042 | | \$28,029 |
| 17 32 403 043 | | \$27,959 |
| 17 32 404 001 | \$51,024 | \$51,285 |
| 17 32 404 002 | \$9,507 | \$9,555 |
| 17 32 404 003 | \$9,507 | \$9,555 |
| 17 32 404 004 | \$9,507 | \$9,555 |
| 17 32 404 005 | \$9,507 | \$9,555 |
| 17 32 404 006 | \$9,507 | \$9,555 |
| 17 32 404 007 | \$9,507 | \$9,555 |
| 17 32 404 015 | \$164,337 | \$223,190 |
| 17 32 404 019 | \$52,859 | \$53,129 |
| 17 32 404 020 | \$21,222 | \$21,689 |
| 17 32 404 021 | \$45,254 | \$42,741 |
| 17 32 404 023 | \$20,211 | \$20,337 |
| 17 32 404 026 | \$80,245 | \$60,022 |
| 17 32 404 027 | \$39,692 | \$39,894 |
| 17 32 405 001 | \$14,189 | \$14,241 |
| 17 32 405 002 | \$1,813 | \$1,823 |
| 17 32 405 003 | \$84,796 | \$85,229 |
| 17 32 405 004 | \$64,242 | \$64,570 |
| 17 32 405 025 | \$7,254 | \$7,291 |
| 17 32 407 015 | \$37,779 | \$37,972 |
| 17 32 407 016 | \$60,493 | \$60,802 |
| 17 32 407 017 | \$60,493 | \$60,802 |
| 17 32 407 018 | \$44,724 | \$44,952 |
| 17 32 407 019 | \$9,023 | \$6,919 |
| 17 32 407 020 | \$13,860 | \$6,919 |
| 17 32 407 021 | \$30,303 | \$30,458 |
| 17 32 407 022 | \$3,832 | \$3,851 |
| 17 32 407 023 | \$3,832 | \$3,851 |
| 17 32 407 024 | \$3,832 | \$3,851 |
| 17 32 407 025 | \$34,273 | \$34,448 |
| 17 32 407 026 | \$9,650 | \$13,279 |
| 17 32 408 001 | \$2,760 | \$2,774 |
| 17 32 408 002 | \$48,124 | \$12,406 |
| 17 32 408 003 | \$2,266 | \$2,277 |
| 17 32 408 004 | \$2,266 | \$2,277 |
| 17 32 408 005 | \$2,266 | \$2,277 |
| 17 32 408 006 | \$8,247 | \$8,289 |

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| 17 32 408 007 | \$13,809 | \$13,903 |
| 17 32 408 008 | \$2,266 | \$2,277 |
| 17 32 408 009 | \$9,500 | \$9,584 |
| 17 32 408 010 | \$25,527 | \$25,657 |
| 17 32 408 011 | \$8,479 | \$8,479 |
| 17 32 408 019 | \$40,362 | \$40,568 |
| 17 32 408 020 | \$64,836 | \$65,167 |
| 17 32 408 021 | \$64,836 | \$65,167 |
| 17 32 408 022 | \$64,836 | \$65,167 |
| 17 32 408 023 | \$29,566 | \$29,717 |
| 17 32 408 024 | \$6,727 | \$6,762 |
| 17 32 408 025 | \$15,991 | \$16,072 |
| 17 32 408 026 | \$39,996 | \$40,200 |
| 17 32 410 013 | \$102,315 | \$102,837 |
| 17 32 410 014 | \$13,436 | \$13,504 |
| 17 32 410 015 | \$3,832 | \$3,851 |
| 17 32 410 016 | \$15,946 | \$16,028 |
| 17 32 410 017 | \$5,945 | \$5,976 |
| 17 32 410 018 | \$17,329 | \$17,417 |
| 17 32 410 019 | \$21,856 | \$21,967 |
| 17 32 410 020 | \$2,788 | \$2,802 |
| 17 32 410 021 | \$16,929 | \$18,974 |
| 17 32 410 022 | \$45,580 | \$45,813 |
| 17 32 411 001 | \$6,603 | \$6,636 |
| 17 32 411 002 | \$37,910 | \$38,104 |
| 17 32 411 003 | \$44,743 | \$44,971 |
| 17 32 411 004 | \$44,743 | \$44,971 |
| 17 32 411 005 | \$44,743 | \$44,971 |
| 17 32 411 006 | \$53,417 | \$53,690 |
| 17 32 411 007 | \$50,525 | \$50,784 |
| 17 32 411 008 | \$44,743 | \$44,971 |
| 17 32 411 009 | \$44,743 | \$44,971 |
| 17 32 411 010 | \$24,219 | \$24,342 |
| 17 32 411 011 | \$33,478 | \$33,649 |
| 17 32 411 012 | \$19,273 | \$6,244 |
| 17 32 411 013 | \$149,974 | \$150,740 |
| 17 32 411 014 | \$160,560 | \$161,381 |
| 17 32 411 015 | \$12,512 | \$12,598 |
| 17 32 411 016 | \$9,940 | \$10,026 |
| 17 32 411 017 | \$22,747 | \$22,886 |
| 17 32 411 018 | \$10,037 | \$10,111 |
| 17 32 411 019 | \$11,167 | \$15,747 |
| 17 32 411 020 | \$9,857 | \$9,930 |
| 17 32 411 021 | \$3,050 | \$3,065 |
| 17 32 411 022 | \$23,005 | \$23,123 |
| 17 32 413 012 | \$2,720 | \$2,734 |
| 17 32 413 013 | \$24,861 | \$24,988 |
| 17 32 413 014 | \$10,388 | \$28,427 |
| 17 32 413 015 | \$32,123 | \$10,889 |
| 17 32 413 016 | \$3,193 | \$3,210 |
| 17 32 413 017 | \$17,436 | \$17,548 |
| 17 32 413 018 | \$7,552 | \$7,590 |
| 17 32 413 019 | \$40,862 | \$41,071 |
| 17 32 414 020 | \$7,661 | \$45,796 |
| 17 32 414 029 | \$1,186,327 | \$1,192,369 |
| 17 32 415 022 | \$117,069 | \$117,667 |

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| 17 32 415 023 | \$668,954 | \$672,373 |
| 17 32 416 009 | \$67,000 | \$67,342 |
| 17 32 416 010 | \$50,242 | \$50,499 |
| 17 32 416 011 | \$50,242 | \$50,499 |
| 17 32 416 012 | \$20,909 | \$21,016 |
| 17 32 416 013 | \$20,909 | \$21,016 |
| 17 32 416 014 | \$6,182 | \$6,214 |
| 17 32 416 015 | \$6,182 | \$6,214 |
| 17 32 416 016 | \$6,182 | \$6,214 |
| 17 32 416 018 | \$46,305 | \$46,541 |
| 17 32 416 019 | \$17,791 | \$17,882 |
| 17 32 416 020 | \$4,546 | \$4,569 |
| 17 32 416 021 | \$4,582 | \$4,605 |
| 17 32 416 022 | \$6,653 | \$6,687 |
| 17 32 416 023 | \$6,653 | \$6,687 |
| 17 32 416 024 | \$39,615 | \$39,818 |
| 17 32 416 028 | \$10,971 | \$11,027 |
| 17 32 416 029 | \$464,125 | \$466,496 |
| 17 32 416 030 | \$173,552 | \$174,439 |
| 17 32 416 031 | \$21,771 | \$21,882 |
| 17 32 416 032 | \$6,100 | \$6,131 |
| 17 32 417 001 | \$27,615 | \$27,756 |
| 17 32 417 002 | \$27,615 | \$27,756 |
| 17 32 417 003 | \$28,308 | \$28,453 |
| 17 32 417 004 | \$2,883 | \$2,898 |
| 17 32 417 005 | \$12,918 | \$12,984 |
| 17 32 417 006 | \$38,282 | \$39,482 |
| 17 32 417 007 | \$81,063 | \$81,478 |
| 17 32 417 008 | \$73,317 | \$73,692 |
| 17 32 417 009 | \$73,328 | \$73,703 |
| 17 32 417 010 | \$74,296 | \$75,309 |
| 17 32 417 011 | \$76,536 | \$76,927 |
| 17 32 417 012 | \$76,536 | \$76,927 |
| 17 32 417 013 | \$54,898 | \$55,179 |
| 17 32 417 014 | \$123,245 | \$123,874 |
| 17 32 417 015 | \$35,355 | \$35,535 |
| 17 32 417 016 | \$35,355 | \$35,535 |
| 17 32 417 017 | \$46,725 | \$46,964 |
| 17 32 417 018 | \$22,693 | \$22,809 |
| 17 32 417 019 | \$233,483 | \$234,676 |
| 17 32 418 006 | \$7,647 | \$7,666 |
| 17 32 418 007 | \$8,302 | \$8,344 |
| 17 32 418 008 | \$6,193 | \$6,224 |
| 17 32 418 009 | \$198,673 | \$199,688 |
| 17 32 418 014 | \$14,021 | \$52,810 |
| 17 32 418 015 | \$20,239 | \$84,222 |
| 17 32 418 016 | \$14,021 | \$52,810 |
| 17 32 418 017 | \$13,237 | \$48,855 |
| 17 32 418 018 | \$7,539 | \$7,577 |
| 17 32 418 019 | \$2,610 | \$2,624 |
| 17 32 418 021 | \$115,879 | \$116,471 |
| 17 32 418 023 | \$157,496 | \$158,301 |
| 17 32 418 024 | \$125,542 | \$126,183 |
| 17 32 419 001 | \$21,072 | \$21,938 |
| 17 32 419 002 | \$3,365 | \$3,505 |
| 17 32 419 003 | \$5,294 | \$5,321 |

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| 17 32 419 004 | \$5,294 | \$5,321 |
| 17 32 419 005 | \$5,337 | \$5,364 |
| 17 32 419 006 | \$21,957 | \$25,863 |
| 17 32 419 007 | \$34,177 | \$34,352 |
| 17 32 419 008 | \$26,829 | \$26,966 |
| 17 32 419 009 | \$26,829 | \$26,966 |
| 17 32 419 010 | \$26,829 | \$26,966 |
| 17 32 419 011 | \$34,678 | \$34,856 |
| 17 32 419 012 | \$5,125 | \$5,151 |
| 17 32 419 013 | \$2,562 | \$2,575 |
| 17 32 419 014 | \$32,256 | \$27,779 |
| 17 32 419 015 | \$50,749 | \$51,009 |
| 17 32 419 016 | \$50,749 | \$51,009 |
| 17 32 419 017 | \$8,877 | \$8,922 |
| 17 32 419 018 | \$88,989 | \$89,444 |
| 17 32 419 019 | \$5,485 | \$5,513 |
| 17 32 419 020 | \$5,485 | \$5,513 |
| 17 32 419 021 | \$5,485 | \$5,513 |
| 17 32 419 022 | \$5,485 | \$5,513 |
| 17 32 420 002 | \$422,700 | \$424,860 |
| 17 32 421 003 | \$192,151 | \$193,133 |
| 17 32 421 004 | \$262,911 | \$264,254 |
| 17 32 421 005 | \$127,127 | \$127,777 |
| 17 32 421 006 | \$460,502 | \$462,855 |
| 17 32 500 003 | \$0 | RR |
| 17 32 500 005 | \$0 | RR |
| 17 32 500 006 | \$0 | RR |
| 17 32 500 010 | \$13,359 | \$13,428 |
| 17 32 500 011 | | \$19,707 |
| 17 32 500 012 | \$32,305 | |
| 17 32 501 001 | \$0 | RR |
| 17 33 100 001 | \$42,300 | \$42,516 |
| 17 33 100 002 | \$45,924 | \$46,159 |
| 17 33 100 003 | \$128,657 | \$129,315 |
| 17 33 100 004 | \$128,657 | \$129,315 |
| 17 33 100 005 | \$13,716 | \$13,809 |
| 17 33 100 006 | \$30,743 | \$30,900 |
| 17 33 100 007 | \$4,650 | \$4,673 |
| 17 33 100 008 | \$180,702 | \$181,626 |
| 17 33 100 009 | \$4,650 | \$4,673 |
| 17 33 100 010 | \$13,949 | \$14,020 |
| 17 33 100 011 | \$89,365 | \$48,413 |
| 17 33 100 012 | \$17,890 | \$18,005 |
| 17 33 100 013 | \$27,710 | \$27,852 |
| 17 33 100 014 | \$59,305 | \$59,608 |
| 17 33 100 015 | \$26,019 | \$3,682 |
| 17 33 100 016 | \$13,383 | \$20,487 |
| 17 33 100 017 | \$20,915 | \$21,022 |
| 17 33 100 018 | \$26,588 | \$26,724 |
| 17 33 100 019 | \$26,848 | \$18,416 |
| 17 33 100 038 | \$0 | Exempt |
| 17 33 108 001 | \$129,551 | \$35,786 |
| 17 33 108 002 | \$11,916 | \$25,215 |
| 17 33 108 003 | \$89,620 | \$100,129 |
| 17 33 108 004 | \$42,141 | \$42,379 |
| 17 33 108 005 | \$22,095 | \$22,207 |

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| 17 33 108 006 | \$9,557 | \$9,606 |
| 17 33 108 007 | \$9,557 | \$9,606 |
| 17 33 108 008 | \$9,557 | \$9,606 |
| 17 33 108 009 | \$11,722 | \$12,928 |
| 17 33 108 010 | \$44,901 | \$45,131 |
| 17 33 108 011 | \$9,688 | \$9,738 |
| 17 33 108 012 | \$122,412 | \$123,037 |
| 17 33 108 013 | \$62,913 | \$63,234 |
| 17 33 108 014 | \$45,793 | \$46,027 |
| 17 33 108 015 | \$39,267 | \$39,467 |
| 17 33 108 016 | \$34,985 | \$35,164 |
| 17 33 108 017 | \$111,631 | \$112,201 |
| 17 33 108 018 | \$14,051 | \$14,226 |
| 17 33 108 019 | \$103,483 | \$104,012 |
| 17 33 116 001 | \$179,546 | \$145,249 |
| 17 33 116 002 | \$89,771 | \$72,621 |
| 17 33 116 003 | \$89,771 | \$72,621 |
| 17 33 116 004 | \$89,771 | \$72,621 |
| 17 33 116 005 | \$37,242 | \$25,168 |
| 17 33 116 006 | \$38,352 | \$38,548 |
| 17 33 116 007 | \$21,970 | \$22,118 |
| 17 33 116 008 | \$32,768 | \$32,935 |
| 17 33 116 009 | \$83,650 | \$84,078 |
| 17 33 116 010 | \$19,647 | \$19,770 |
| 17 33 116 011 | \$55,486 | \$55,769 |
| 17 33 116 012 | \$30,508 | \$30,664 |
| 17 33 116 013 | \$23,817 | \$23,961 |
| 17 33 116 014 | \$75,082 | \$75,466 |
| 17 33 116 015 | \$75,082 | \$75,466 |
| 17 33 116 016 | \$76,329 | \$55,684 |
| 17 33 116 017 | \$18,119 | \$18,212 |
| 17 33 116 042 | \$43,993 | \$44,217 |
| 17 33 118 001 | \$67,835 | \$68,182 |
| 17 33 118 002 | \$41,236 | \$41,447 |
| 17 33 118 003 | \$68,019 | \$22,552 |
| 17 33 118 004 | \$18,445 | \$48,296 |
| 17 33 118 005 | \$18,445 | \$48,296 |
| 17 33 118 006 | \$16,783 | \$16,865 |
| 17 33 118 007 | \$114,366 | \$91,026 |
| 17 33 118 010 | \$57,494 | \$57,787 |
| 17 33 118 011 | \$57,356 | \$57,649 |
| 17 33 118 012 | \$57,356 | \$57,649 |
| 17 33 118 013 | \$92,762 | \$56,082 |
| 17 33 118 014 | \$49,555 | \$49,808 |
| 17 33 118 015 | \$37,663 | \$37,855 |
| 17 33 118 016 | \$33,338 | \$33,509 |
| 17 33 118 017 | \$42,296 | \$41,507 |
| 17 33 118 018 | \$87,811 | \$88,360 |
| 17 33 118 019 | \$68,458 | \$68,808 |
| 17 33 118 020 | \$68,458 | \$68,808 |
| 17 33 118 021 | \$105,305 | \$125,026 |
| 17 33 118 037 | \$121,589 | \$122,190 |
| 17 33 300 001 | \$174,632 | \$176,529 |
| 17 33 300 002 | \$36,494 | \$36,680 |
| 17 33 300 003 | \$38,764 | \$29,415 |
| 17 33 300 004 | \$23,664 | \$23,805 |

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| 17 33 300 005 | \$22,838 | \$23,148 |
| 17 33 300 006 | \$24,996 | \$25,124 |
| 17 33 300 007 | \$12,979 | \$13,068 |
| 17 33 300 008 | \$22,659 | \$22,775 |
| 17 33 300 009 | \$32,643 | \$32,823 |
| 17 33 300 010 | \$26,425 | \$26,583 |
| 17 33 300 011 | \$23,849 | \$23,971 |
| 17 33 300 012 | \$20,558 | \$20,663 |
| 17 33 300 013 | \$3,033 | \$3,048 |
| 17 33 300 014 | \$3,033 | \$3,048 |
| 17 33 300 015 | \$3,033 | \$3,048 |
| 17 33 300 016 | \$3,033 | \$3,048 |
| 17 33 300 017 | \$3,033 | \$3,048 |
| 17 33 300 018 | \$3,033 | \$3,048 |
| 17 33 300 019 | \$3,033 | \$3,048 |
| 17 33 300 020 | \$13,093 | \$17,683 |
| 17 33 300 021 | \$29,876 | \$30,029 |
| 17 33 300 022 | \$7,828 | \$7,889 |
| 17 33 300 023 | \$110,297 | \$110,861 |
| 17 33 300 024 | \$65,438 | \$65,773 |
| 17 33 307 004 | \$33,233 | \$33,402 |
| 17 33 307 005 | \$33,233 | \$33,402 |
| 17 33 307 006 | \$0 | \$51,255 |
| 17 33 307 007 | \$7,368 | \$7,405 |
| 17 33 307 008 | \$6,040 | \$6,071 |
| 17 33 307 009 | \$56,972 | \$57,263 |
| 17 33 307 010 | \$56,972 | \$57,263 |
| 17 33 307 011 | \$55,450 | \$55,733 |
| 17 33 307 012 | \$55,450 | \$55,733 |
| 17 33 307 013 | \$33,247 | \$33,417 |
| 17 33 307 014 | \$55,799 | \$24,215 |
| 17 33 307 015 | \$2,773 | \$2,787 |
| 17 33 307 016 | \$2,773 | \$2,787 |
| 17 33 307 017 | \$2,773 | \$2,787 |
| 17 33 307 018 | \$2,773 | \$2,787 |
| 17 33 307 019 | \$44,965 | \$19,544 |
| 17 33 307 020 | \$23,544 | \$23,865 |
| 17 33 307 021 | \$2,773 | \$2,787 |
| 17 33 307 022 | \$55,572 | \$55,856 |
| 17 33 307 023 | \$55,372 | \$55,655 |
| 17 33 307 049 | \$100,901 | \$101,416 |
| 17 33 313 001 | \$25,360 | \$25,489 |
| 17 33 313 002 | \$2,075 | \$2,086 |
| 17 33 313 003 | \$2,075 | \$2,086 |
| 17 33 313 004 | \$9,274 | \$18,033 |
| 17 33 313 005 | \$5,366 | \$5,394 |
| 17 33 313 006 | \$5,132 | \$5,158 |
| 17 33 313 007 | \$50,806 | \$51,066 |
| 17 33 313 008 | \$50,806 | \$51,066 |
| 17 33 313 009 | \$21,403 | \$21,513 |
| 17 33 313 010 | \$20,875 | \$20,982 |
| 17 33 313 011 | \$58,068 | \$58,365 |
| 17 33 313 012 | \$53,755 | \$54,029 |
| 17 33 313 015 | \$24,111 | \$24,234 |
| 17 33 313 016 | \$24,111 | \$24,234 |
| 17 33 313 017 | \$24,965 | \$25,092 |

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| 17 33 313 018 | \$4,318 | \$4,340 |
| 17 33 313 019 | \$4,299 | \$4,321 |
| 17 33 313 020 | \$4,299 | \$4,321 |
| 17 33 313 021 | \$2,075 | \$2,086 |
| 17 33 313 022 | \$5,886 | \$5,916 |
| 17 33 313 023 | \$2,075 | \$2,086 |
| 17 33 313 024 | \$5,730 | \$5,759 |
| 17 33 313 049 | \$26,941 | \$27,078 |
| 17 33 321 001 | \$24,445 | \$24,570 |
| 17 33 321 002 | \$2,767 | \$2,781 |
| 17 33 321 003 | \$2,767 | \$2,781 |
| 17 33 321 004 | \$28,511 | \$28,657 |
| 17 33 321 005 | \$90,211 | \$90,671 |
| 17 33 321 006 | \$106,195 | \$106,738 |
| 17 33 321 007 | \$106,195 | \$106,738 |
| 17 33 321 008 | \$87,514 | \$87,961 |
| 17 33 321 009 | \$34,321 | \$34,497 |
| 17 33 321 010 | \$78,774 | \$109,508 |
| 17 33 321 011 | \$78,616 | \$109,353 |
| 17 33 321 012 | \$57,109 | \$56,007 |
| 17 33 321 013 | \$9,673 | \$9,723 |
| 17 33 321 014 | \$41,843 | \$42,057 |
| 17 33 321 015 | \$39,814 | \$40,018 |
| 17 33 321 016 | \$42,790 | \$43,009 |
| 17 33 321 017 | \$237,978 | \$239,194 |
| 17 33 321 042 | \$71,193 | \$71,557 |
| 17 33 321 043 | \$0 | \$6,063 |
| 20 05 100 003 | \$49,198 | \$49,449 |
| 20 05 100 004 | \$98,402 | \$98,905 |
| 20 05 100 005 | \$49,198 | \$49,449 |
| 20 05 100 006 | \$41,023 | \$41,233 |
| 20 05 100 007 | \$10,487 | \$10,541 |
| 20 05 100 008 | \$10,487 | \$10,541 |
| 20 05 100 009 | \$58,290 | \$58,588 |
| 20 05 100 010 | \$250,465 | \$251,744 |
| 20 05 100 013 | \$99,992 | \$100,503 |
| 20 05 100 015 | \$11,079 | \$11,136 |
| 20 05 100 016 | \$54,076 | \$54,352 |
| 20 05 100 017 | \$0 | \$0 |
| 20 05 101 015 | \$322,218 | \$323,864 |
| 20 05 101 017 | \$40,569 | \$40,776 |
| 20 05 101 018 | \$10,439 | \$10,492 |
| 20 05 101 026 | \$189,069 | \$190,055 |
| 20 05 101 028 | \$0 | \$0 |
| 20 05 101 030 | \$13,874 | \$13,744 |
| 20 05 101 031 | \$105,134 | \$105,671 |
| 20 05 101 032 | \$4,221 | \$4,242 |
| 20 05 101 033 | \$44,282 | \$44,508 |
| 20 05 101 037 | \$51,197 | \$51,459 |
| 20 05 101 038 | \$87,704 | \$88,152 |
| 20 06 100 024 | \$1,460,955 | \$1,488,420 |
| 20 06 100 056 | \$0 | \$0 |
| 20 06 100 065 | \$22,549 | \$22,664 |
| 20 06 100 067 | \$8,325 | \$8,368 |
| 20 06 100 068 | \$0 | \$0 |
| 20 06 100 085 | \$0 | \$0 |

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|---------------|--------------|--------------|
| 20 06 100 086 | \$103,255 | \$257,977 |
| 20 06 200 002 | \$989,118 | \$994,172 |
| 20 06 200 003 | \$93,104 | \$93,580 |
| 20 06 200 005 | \$0 | \$0 |
| 20 06 200 006 | \$0 | \$0 |
| 20 06 200 007 | \$0 | \$0 |
| 20 06 200 008 | \$0 | \$0 |
| 20 06 200 009 | \$0 | \$0 |
| 20 06 200 021 | \$1,464,932 | \$1,472,418 |
| 20 06 200 022 | \$1,453,243 | \$1,460,669 |
| 20 06 200 023 | \$4,113 | \$4,134 |
| 20 06 200 034 | \$7,469 | \$7,507 |
| 20 06 200 035 | \$64,138 | \$64,466 |
| | | |
| TOTAL: | \$78,951,403 | \$80,765,158 |

EXHIBIT 1
ASSETS AND LIABILITIES BY SUBAREA

As a result of the planning efforts undertaken in the preparation of Redevelopment Plan, an Assets and Liabilities statement was prepared for each of the seven Opportunity Areas. The Assets section aids in clearing defining the assets which exist while the liabilities are those items that have the potential to be corrected through Tax Increment Financing revenue sources. This section is not meant by no means to be an all encompassing statement of all the assets and liabilities for each of the Opportunity Areas.

HALSTED STREET

| <u>Assets</u> | <u>Liabilities</u> |
|---|---|
| <ul style="list-style-type: none">· Location of neighborhood shopping district on main arterial.· Proximity to numerous communities with disposable income.· Proximity to a large population base upon which to draw customers.· Potential for redevelopment as a convenience-type shopping area.· Amount of building vacancies which may be available for new stores.· Established identity as a neighborhood shopping district.· Character of existing structures.· Potential for upper-story residential development. | <ul style="list-style-type: none">· Limited size of existing stores.· Presence of few national chains.· Lack of large vacant sites for redevelopment.· Limited off-street parking.· Elongation of the shopping area.· Volume and speed of vehicular traffic bisecting the shopping district.· Lack of continuity of ground-floor uses due to the intermixing of commercial and residential uses, and vacant land. |

Morgan Street

Assets

- Architectural character of existing buildings.
- Changing land uses from commercial to residential.
- Wide public right-of-way available for streetscaping improvements.
- Strong residential neighborhoods to the east and west of Morgan Street.

Liabilities

- Use of Morgan Street as a vehicular by-pass to the Halsted Street commercial area.
- Potential problems associated with vaulted sidewalks, if present within the r-o-w.
- Perception of the area as unsafe.
- Number of vacant buildings.

Sangamon Street

Assets

- Location at the prominent juncture of Pershing Road, Halsted Street, and Morgan Street.
- Proximity to the interstate highway system via Pershing Road.
- Presence of existing viable businesses.
- Potential to retain businesses and stabilize the land uses with limited expenditure.

Liabilities

- Presence of businesses with a declining market.
- Unattractiveness of the area.
- Lack of identity.
- Presence of incompatible land uses.
- Existence of buildings that may be unsuited to redevelopment.

Morgan Industrial

Street Assets

- Existence of strong businesses that may need to expand.
- Availability of land for new industrial development as well as redevelopment.

Liabilities

- Current condition of many existing properties.
- Inadequate roadway infrastructure.

- Frontage along 35th Street, Pershing Road, and the Chicago River.
- Lack of identity as an industrial area.
- Poor circulation during peak hours.
- Presence of buildings unsuitable for rehabilitation.

Benson Park

| <u>Assets</u> | <u>Liabilities</u> |
|--|---|
| <ul style="list-style-type: none"> • Existence of large vacant parcels of land, with limited ownership, that may be easily assembled for development. • Frontage on the Chicago River. • Strong residential demand within the area. • Surrounding strong residential neighborhoods. • Proximity to new residential development. • Ability to create an entirely new residential environment. | <ul style="list-style-type: none"> • Piecemeal nature of new residential development to the north. • Potential environmental contamination. • Condition of the seawalls. • Unattractive views across the river. |

35th and Ashland

| <u>Assets</u> | <u>Liabilities</u> |
|--|---|
| <ul style="list-style-type: none"> • Large properties available for redevelopment. • Presence of unnecessary streets which can be vacated to create larger redevelopment parcels. • Proximity to the Dan Ryan expressway. | <ul style="list-style-type: none"> • Cost of acquiring available properties. • Presence of a nearby recycling facility. |

37th and Iron

| <u>Assets</u> | <u>Liabilities</u> |
|---|---|
| <ul style="list-style-type: none">• Proximity to an excellent regional transportation network via the nearby Dan Ryan expressway.• Strong identification as an industrial area.• Adjacent to the Wrigley industrial properties that are well maintained and identifiable.• Presence of various sites and buildings available for redevelopment.• Presence of new streets.• Direct water and rail access. | <ul style="list-style-type: none">• Number of buildings unsuitable for redevelopment.• Presence of numerous dilapidated privately owned streets.• Scattered vacant sites. |

Pershing Road

| <u>Assets</u> | <u>Liabilities</u> |
|--|--|
| <ul style="list-style-type: none">• Presence of significant amount of available industrial space.• Proximity to the interstate highway system.• Adjacent to strong industrial uses on the northwest. | <ul style="list-style-type: none">• Amount of vacant multistory industrial square footage.• Lack of parking.• Cost of rehabilitation of existing buildings.• Cost of demolition of existing buildings.• Lack of significant land acreage even if demolition were undertaken.• Cost of maintaining structures until rehabbed |

EXHIBIT 2
1980 SELECTED CENSUS DATA FOR
CENSUS TRACKS LOCATED IN THE 35TH/HALSTED STUDY AREA

Provided by: Chicago Area Geographic Information Study (CAGIS)
 University of Illinois at Chicago
 UIC-Dept. Of Anthropology and Geography Program
 Illinois State Data Center: Coordinating Agency

| | 1980 | <u>Data</u> |
|--|--------|-------------|
| 100-Percent Count of Persons | | |
| Universe: 100-Percent Count of Persons | | |
| 100-Percent Count of Persons | | |
| 100-Percent Count of Persons | 11,614 | |
| | | |
| Race: By Sex; By Age | | |
| Universe: Persons of Specified Races | | |
| White Male Total | | |
| Age | | |
| Under 5 years | 721 | |
| 5 to 14 years | 1,405 | |
| 15 to 59 | 5,669 | |
| 60 to 64 years | 665 | |
| 65 years and over | 1,222 | |
| White Female Total | | |
| Age | | |
| Under 5 years | 363 | |
| 5 to 14 years | 698 | |
| 15 to 59 | 2,929 | |
| 60 to 64 years | 363 | |
| 65 years and over | 702 | |
| | | |
| Black Male Total | | |
| Age | | |
| Under 5 years | 0 | |
| 5 to 14 years | 0 | |
| 15 to 59 | 0 | |
| 60 to 64 years | 0 | |
| 65 years and over | 0 | |
| Black Female Total | | |
| Age | | |
| Under 5 years | 0 | |
| 5 to 14 years | 0 | |
| 15 to 59 | 0 | |
| 60 to 64 years | 0 | |
| 65 years and over | 0 | |
| | | |
| American Indian, Eskimo, and Aleut | | |
| Male Total | | |
| Age | | |
| Under 5 years | 0 | |
| 5 to 14 years | 0 | |
| 15 to 59 | 0 | |

City of Chicago
35th/Halsted - Redevelopment Plan

| | |
|--|-------|
| 60 to 64 years | 0 |
| 65 years and over | 0 |
| Female | |
| Age | |
| Under 5 years | 0 |
| 5 to 14 years | 0 |
| 15 to 59 years | 0 |
| 60 to 64 years | 0 |
| 65 years and over | 0 |
| Asian Pacific Islander | |
| Male Total | |
| Age | |
| Under 5 years | 0 |
| 5 to 14 years | 0 |
| 15 to 59 years | 0 |
| 60 years and over | 0 |
| Female Total | |
| Age | |
| Under 5 years | 6 |
| 5 to 14 years | 0 |
| 15 to 59 years | 24 |
| 60 to 64 years | 0 |
| 65 years and over | 0 |
| Race | |
| Universe: Persons of Spanish Origin | |
| RACE | |
| Total | 2,731 |
| White | 1,811 |
| Black | 0 |
| American Indian, Eskimo, Aleut, and Asian & Pacific Islander | 0 |
| Other (Race n.e.c.) | 920 |
| Spanish Origin and Race | |
| Universe: Persons | |
| Spanish Origin and Race | |
| Not of Spanish origin | 8,901 |
| Mexican | 2,377 |
| Puerto Rican | 163 |
| Cuban | 19 |
| Other Spanish | 82 |
| Other (Race n.e.c.) | 90 |
| Persons in Household | |
| Universe: Households | |
| Persons in Household | |
| 1 person | 1,261 |
| 2 persons | 1,175 |
| 3 persons | 756 |
| 4 persons | 545 |
| 5 persons | 355 |
| 6 or more persons | 254 |

City of Chicago
35th/Halsted - Redevelopment Plan

Household Type and Relationship

Universe: Persons

Household Type and Relationship

In family household:

| | |
|-----------------|-------|
| Householder | 2,958 |
| Spouse | 1,945 |
| Other relatives | 5,007 |
| Nonrelatives | 130 |

In nonfamily household:

| | |
|--------------------|-----|
| Male householder | 617 |
| Female householder | 771 |
| Nonrelatives | 194 |

In group quarters:

| | |
|-----------------------|----|
| Inmate of institution | 0 |
| Other | 10 |

100-Percent Count of Housing Units

Universe: Housing Units

100-Percent Count of Housing Units
Housing Units

4,906

Occupancy Status

Universe: Year-Round Housing Units

Occupancy Status

| | |
|----------|-------|
| Total | 4,914 |
| Occupied | 4,460 |
| Vacant | 454 |

Tenure

Universe: Occupied Housing Units

Tenure

| | |
|-----------------|-------|
| Total | 4,460 |
| Renter occupied | 2,843 |

Tenure

Universe: Persons In Occupied Housing Units

Tenure

| | |
|-----------------|--------|
| Total | 11,823 |
| Renter occupied | 7,153 |

Gross Rent

Universe: Specified Renter-Occupied Housing Units

Gross Rent

| | |
|----------------|-----|
| Less than \$60 | 7 |
| \$60 to \$79 | 83 |
| \$80 to \$99 | 106 |
| \$100 to \$119 | 114 |
| \$120 to \$149 | 358 |
| \$150 to \$169 | 349 |
| \$170 to \$199 | 509 |
| \$200 to \$249 | 818 |
| \$250 to \$299 | 227 |
| \$300 to \$349 | 97 |
| \$350 to \$399 | 45 |
| \$400 to \$499 | 16 |
| \$500 or more | 0 |
| No cash rent | 82 |

City of Chicago
35th/Halsted - Redevelopment Plan

Vacancy Status

Universe: Vacant Housing Units

Vacancy Status

| | |
|-------------------------|-----|
| For sale only | 11 |
| For rent | 217 |
| Held for occasional use | 79 |
| Other vacants | 147 |

Aggregate Contract Rent & Rent Asked by Occupancy Status

Universe: Specified Renter-Occupied & Vacant-For-Rent

Aggregate Contract Rent

| | |
|-----------------|---------|
| Renter occupied | 354,505 |
| Vacant for rent | 29,408 |

Occupancy Status

Universe: Specified Renter-Occupied & Vacant-For-Rent

Occupancy Status

| | |
|-----------------|-------|
| Renter occupied | 2,729 |
| Vacant for rent | 217 |

Household Income in 1979

Universe: Households

Household Income in 1979

| | |
|----------------------|-----|
| Less than \$2,500 | 287 |
| \$2,500 to \$4,999 | 522 |
| \$5,000 to \$7,499 | 392 |
| \$7,500 to \$9,999 | 388 |
| \$10,000 to \$12,499 | 427 |
| \$12,500 to \$14,999 | 279 |
| \$15,000 to \$17,499 | 336 |
| \$17,500 to \$19,999 | 280 |
| \$20,000 to \$22,499 | 291 |
| \$22,500 to \$24,999 | 174 |
| \$25,000 to \$27,499 | 183 |
| \$27,500 to \$29,999 | 179 |
| \$30,000 to \$34,999 | 241 |
| \$35,000 to \$39,999 | 107 |
| \$40,000 to \$49,999 | 173 |
| \$50,000 to \$74,999 | 73 |
| \$75,000 or more | 14 |

Family Income in 1979

Universe: Families

Family Income in 1979

| | |
|----------------------|-----|
| Less than \$2,500 | 118 |
| \$2,500 to \$4,999 | 248 |
| \$5,000 to \$7,499 | 245 |
| \$7,500 to \$9,999 | 179 |
| \$10,000 to \$12,499 | 253 |
| \$12,500 to \$14,999 | 177 |
| \$15,000 to \$17,499 | 248 |
| \$17,500 to \$19,999 | 236 |
| \$20,000 to \$22,499 | 212 |
| \$22,500 to \$24,999 | 147 |
| \$25,000 to \$27,499 | 194 |
| \$27,500 to \$29,999 | 163 |

City of Chicago
35th/Halsted - Redevelopment Plan

| | |
|---|-------|
| \$30,000 to \$34,999 | 209 |
| \$35,000 to \$39,999 | 86 |
| \$40,000 to \$49,999 | 156 |
| \$50,000 to \$74,999 | 73 |
| \$75,000 or more | 14 |
| Poverty Status in 1979: By Age | |
| Universe: Persons For Whom Poverty Status is Determined | |
| Poverty Status in 1979 | |
| Income in 1979 Above poverty level: | |
| Age | |
| Under 55 years | 6,904 |
| 55 to 59 years | 716 |
| 60 to 64 years | 621 |
| 65 years and over | 1,168 |
| Income in 1979 Below poverty level: | |
| Age | |
| Under 55 years | 1,867 |
| 55 to 59 years | 76 |
| 60 to 64 years | 87 |
| 65 years and over | 184 |
| Race: By Sex; By Labor Force Status | |
| Universe: Persons 16 Years and Over | |
| Race | |
| Male Total | |
| Labor force status | |
| Armed Forces | 0 |
| Civilian labor force: | |
| Employed | 2,839 |
| Unemployed | 242 |
| Not in Labor Force | 1,163 |
| Female Total | |
| Labor force status | |
| Armed Forces | 0 |
| Civilian labor force: | |
| Employed | 1,892 |
| Unemployed | 142 |
| Not in Labor Force | 2,554 |
| White Male Total | |
| Labor force status | |
| Armed Forces | 0 |
| Civilian labor force: | |
| Employed | 2,274 |
| Unemployed | 148 |
| Not in Labor Force | 1,065 |
| White Female Total | |
| Labor force status | |
| Armed Forces | 0 |
| Civilian labor force: | |
| Employed | 1,572 |
| Unemployed | 118 |
| Not in Labor Force | 2,249 |

City of Chicago
 35th/Halsted - Redevelopment Plan

| | |
|--|----|
| Black Male Total | |
| Labor force status | |
| Armed Forces | 0 |
| Civilian labor force: | |
| Employed | 0 |
| Unemployed | 0 |
| Not in Labor Force | 0 |
| Black Female Total | |
| Labor force status | |
| Armed Forces | 0 |
| Civilian labor force: | |
| Employed | 0 |
| Unemployed | 0 |
| Not in Labor Force | 0 |
| American Indian, Eskimo and Aleut | |
| Sex | |
| Male Total | |
| Labor force status | |
| Armed Forces | 0 |
| Civilian labor force: | |
| Employed | 0 |
| Unemployed | 0 |
| Not in Labor Force | 0 |
| Female Total | |
| Labor force status | |
| Armed Forces | 0 |
| Civilian labor force: | |
| Employed | 0 |
| Unemployed | 0 |
| Not in Labor Force | 0 |
| Asian and Pacific Islander | |
| Sex | |
| Male Total | |
| Labor force status | |
| Armed Forces | 0 |
| Civilian labor force: | |
| Employed | 39 |
| Unemployed | 0 |
| Not in Labor Force | 5 |
| Female Total | |
| Labor force status | |
| Armed Forces | 0 |
| Civilian labor force: | |
| Employed | 18 |
| Unemployed | 0 |
| Not in Labor Force | 0 |

City of Chicago
35th/Halsted - Redevelopment Plan

Sex: By Labor Force Status

Universe: Persons Of Spanish Origin 16 Years And Over

Sex

Male Total

Labor force status

Armed Forces

0

Civilian labor force:

Employed

735

Unemployed

119

Not in Labor Force

95

Female Total

Labor force status

Armed Forces

0

Civilian labor force:

Employed

310

Unemployed

40

Not in Labor Force

449

Occupation

Universe: Employed Persons 16 Years And Over

Occupation

Managerial and professional specialty occupations:

Executive, administrative, and managerial

253

Professional specialty

334

Technical, sales, and administrative support occupation

Technicians and related support

154

Sales occupations

264

Administrative support, including clerical

1,114

Service occupations:

Private household occupations

7

Protective service occupations

160

Service, except protective and household

488

Farming, forestry, and fishing occupations

6

Precision production, craft, and repair

492

Operators, fabricators, and laborers:

Machine operators, assemblers, and inspectors

615

Transportation and material moving occupations

310

Handlers, equipment cleaners, helpers, and laborer

534

Industry

Universe: Employed Persons 16 Years And Over

Industry

Agriculture, forestry, fisheries, and mining

0

Construction

115

Manufacturing:

Nondurable goods

768

Durable goods

685

Transportation

391

Communications and other public utilities

111

Wholesale trade

388

Retail trade

858

Finance, insurance, and real estate

271

Business and repair services

267

Personal, entertainment, and recreation services

150

City of Chicago
35th/Halsted - Redevelopment Plan

| | |
|---|-------|
| Professional and related services: | |
| Health services | 151 |
| Educational services | 194 |
| Other professional and related services | 151 |
| Public administration | 231 |
| Work Disability Status | |
| Universe: Noninstitutional Persons 16 to 64 Years | |
| Work Disability Status | |
| With a work disability: | |
| In labor force | 230 |
| Not in labor force: | |
| Prevented from working | 475 |
| Not prevented from working | 86 |
| No work disability | 6,689 |
| Age: By Public Transportation Disability Status | |
| Universe: Noninstitutional Persons 16 Years And Over | |
| AGE | |
| 16 to 64 years: | |
| Transportation Disability Status | |
| With a public transportation disability | 238 |
| No public transportation disability | 7,242 |
| 65 years and over: | |
| Transportation Disability Status | |
| With a public transportation disability | 207 |
| No public transportation disability | 1,145 |
| Means Of Transportation To Work | |
| Universe: Workers 16 Years And Over | |
| Means Of Transportation To Work | |
| Car, truck, or van: | |
| Drive alone | 1,790 |
| Carpool | 692 |
| Public Transportation | 1,241 |
| Walked Only | 781 |
| Other means | 33 |
| Worked at home | 51 |
| Vehicles Available | |
| Universe: Occupied Housing Units With Vehicle Available | |
| Vehicles Available: | |
| 1 | 2,042 |
| 2 | 564 |
| 3 or more | 199 |
| House Heating Fuel | |
| Universe: Occupied Housing Units | |
| House Heating Fuel | |
| Utility gas | 4,183 |
| Bottled, tank, or LP gas | 51 |
| Electricity | 150 |
| Fuel oil, kerosene, etc. | 67 |
| Coal or coke | 0 |
| Wood | 0 |
| Other fuel | 9 |
| No fuel used | 0 |

City of Chicago
35th/Halsted - Redevelopment Plan

Source Of Water

Universe: Year-Round Housing Units

Source Of Water

| | |
|----------------------------------|-------|
| Public system or private company | 4,914 |
| Individual well: | |
| Dilled | 0 |
| Dug | 0 |
| Some other source | 0 |

Sewage Disposal

Universe: Year-Round Housing Units

Sewage Disposal

| | |
|-------------------------|-------|
| Public sewer | 4,903 |
| Septic tank or cesspool | 4 |
| Other means | 7 |

EXHIBIT 3
1990 SELECTED CENSUS DATA FOR
CENSUS TRACKS LOCATED IN THE 35TH/HALSTED STUDY AREA

Provided by: University of Illinois at Chicago
Chicago Area Geographic Information Study (CAGIS)
UIC-Dept. Of Anthropology and Geography Program
Illinois State Data Center: Coordinating Agency

| | 1990 Data |
|-----------------------------------|--------------|
| PERSONS | |
| Universe: Persons | |
| PERSONS | |
| Total | 11,582 |
| SEX | |
| Universe: Persons | |
| SEX | |
| Male | 5,625 |
| Female | 5,957 |
| RACE | |
| Universe: Persons | |
| Race | |
| White | 8,371 |
| Black | 0 |
| American Indian, Eskimo, or Aleut | 54 |
| Asian or Pacific Islander | 734 |
| Other race | 2,423 |
| HISPANIC ORIGIN BY RACE | |
| Universe: Persons | |
| HISPANIC ORIGIN | |
| Not of Hispanic origin | |
| RACE | |
| White | 6,628 |
| Black | 0 |
| American Indian, Eskimo, or Aleut | 36 |
| Asian or Pacific Islander | 708 |
| Other race | 32 |
| Hispanic origin | |
| RACE | |
| White | 1,843 |
| Black | 0 |
| American Indian, Eskimo, or Aleut | 18 |
| Asian or Pacific Islander | 26 |
| Other race | 2,391 |

HISPANIC ORIGIN

Universe: Persons

HISPANIC ORIGIN

| | |
|--------------------------------|-------|
| Not of Hispanic origin | 7,304 |
| Hispanic origin: | |
| Mexican | 3,865 |
| Puerto Rican | 218 |
| Cuban | 36 |
| Other Hispanic: | |
| Dominican (Dominican Republic) | 0 |
| Central American: | |
| Guatemalan | 56 |
| Honduran | 7 |
| Nicaraguan | 0 |
| Panamanian | 0 |
| Salvadoran | 0 |
| Other Central American | 0 |
| South American: | |
| Columbian | 0 |
| Ecuadorian | 64 |
| Peruvian | 0 |
| Other South American | 0 |
| Other Hispanic | 32 |

PERSONS IN HOUSEHOLD

Universe: Households

PERSONS IN HOUSEHOLD

| | |
|-------------------|-------|
| 1 person | 1,317 |
| 2 persons | 1,063 |
| 3 persons | 702 |
| 4 persons | 560 |
| 5 persons | 408 |
| 6 or more persons | 92 |
| 7 or more persons | 142 |

FAMILY TYPE AND PRESENCE AND AGE OF CHILDREN

Universe: Families

FAMILY TYPE AND PRESENCE AND AGE OF CHILDREN

| | |
|---|-------|
| Married-couple family: | |
| With children 18 years and over | 471 |
| No children 18 years and over | 1,313 |
| Other family: | |
| Male householder, no wife present: | |
| With children 18 years and over | 55 |
| No children 18 years and over | 232 |
| Female householder, no husband present: | |
| With children 18 years and over | 286 |
| No children 18 years and over | 400 |

HOUSING UNITS

Universe: Housing units

HOUSING UNITS

| | |
|-------|-------|
| Total | 4,858 |
|-------|-------|

City of Chicago
35th/Halsted - Redevelopment Plan

OCCUPANCY STATUS

Universe: Housing units

OCCUPANCY STATUS

| | |
|----------|-------|
| Occupied | 4,361 |
| Vacant | 497 |

TENURE

Universe: Occupied housing units

TENURE

| | |
|-----------------|-------|
| Owner occupied | 1,649 |
| Renter occupied | 2,712 |

AGGREGATE PERSONS BY TENURE BY RACE OF HOUSEHOLDER

Universe: Persons in occupied housing units

AGGREGATE PERSONS

Total

TENURE

Owner occupied

RACE OF HOUSEHOLDER

| | |
|-----------------------------------|-------|
| White | 3,480 |
| Black | 0 |
| American Indian, Eskimo, or Aleut | 0 |
| Asian or Pacific Islander | 317 |
| Other race | 848 |

Renter occupied

RACE OF HOUSEHOLDER

| | |
|-----------------------------------|-------|
| White | 4,939 |
| Black | 0 |
| American Indian, Eskimo, or Aleut | 39 |
| Asian or Pacific Islander | 400 |
| Other race | 1,559 |

VALUE

Universe: Specified owner-occupied housing units

VALUE

| | |
|------------------------|-----|
| Less than \$15,000 | 9 |
| \$15,000 to \$19,999 | 13 |
| \$20,000 to \$24,999 | 11 |
| \$25,000 to \$29,999 | 6 |
| \$30,000 to \$34,999 | 23 |
| \$35,000 to \$39,999 | 37 |
| \$40,000 to \$44,999 | 64 |
| \$45,000 to \$49,999 | 12 |
| \$50,000 to \$59,999 | 91 |
| \$60,000 to \$74,999 | 120 |
| \$75,000 to \$99,999 | 128 |
| \$100,000 to \$124,999 | 41 |
| \$125,000 to \$149,999 | 23 |
| \$150,000 to \$174,999 | 8 |
| \$175,000 to \$199,999 | 0 |
| \$200,000 to \$249,999 | 0 |
| \$250,000 to \$299,999 | 0 |
| \$300,000 to \$399,999 | 0 |
| \$400,000 to \$499,999 | 0 |
| \$500,000 or more | 0 |

City of Chicago
35th/Halsted - Redevelopment Plan

GROSS RENT

Universe: Specified renter-occupied housing units

GROSS RENT

With cash rent:

| | |
|-----------------|-----|
| Less than \$100 | 38 |
| \$100 to \$149 | 148 |
| \$150 to \$199 | 89 |
| \$200 to \$249 | 198 |
| \$250 to \$299 | 267 |
| \$300 to \$349 | 552 |
| \$350 to \$399 | 420 |
| \$400 to \$449 | 353 |
| \$450 to \$499 | 236 |
| \$500 to \$549 | 146 |
| \$550 to \$599 | 56 |
| \$600 to \$649 | 55 |
| \$650 to \$699 | 13 |
| \$700 to \$749 | 12 |
| \$750 to \$999 | 37 |
| \$1,000 or more | 8 |
| No cash rent | 84 |

UNITS IN STRUCTURE

Universe: Housing units

UNITS IN STRUCTURE

| | |
|------------------------|-------|
| 1, detached | 777 |
| 1, attached | 95 |
| 2 | 1,739 |
| 3 or 4 | 1,529 |
| 5 to 9 | 584 |
| 10 to 19 | 46 |
| 20 to 49 | 0 |
| 50 or more | 0 |
| Mobile home or trailer | 0 |
| Other | 88 |

CONDOMINIUM STATUS BY VACANCY STATUS

Universe: Vacant housing units

CONDOMINIUM STATUS

Condominium

VACANCY STATUS

| | |
|---|---|
| For rent | 0 |
| For sale only | 0 |
| For seasonal, recreational, or occasional use | 0 |
| All other vacants | 0 |

Not Condominium

VACANCY STATUS

| | |
|---|-----|
| For Rent | 139 |
| For sale only | 5 |
| For seasonal, recreational, or occasional use | 0 |
| All other vacants | 353 |

City of Chicago
35th/Halsted - Redevelopment Plan

HOUSEHOLD INCOME IN 1989

Universe: Households

HOUSEHOLD INCOME IN 1989

| | |
|------------------------|-----|
| Less than \$5,000 | 343 |
| \$5,000 to \$9,999 | 585 |
| \$10,000 to \$12,499 | 190 |
| \$12,500 to \$14,999 | 191 |
| \$15,000 to \$17,499 | 307 |
| \$17,500 to \$19,999 | 238 |
| \$20,000 to \$22,499 | 293 |
| \$22,500 to \$24,999 | 135 |
| \$25,000 to \$27,499 | 301 |
| \$27,500 to \$29,999 | 206 |
| \$30,000 to \$32,499 | 216 |
| \$32,500 to \$34,999 | 148 |
| \$35,000 to \$37,499 | 182 |
| \$37,500 to \$39,999 | 95 |
| \$40,000 to \$42,499 | 79 |
| \$42,500 to \$44,999 | 103 |
| \$45,000 to \$47,499 | 123 |
| \$47,500 to \$49,999 | 56 |
| \$50,000 to \$54,999 | 132 |
| \$55,000 to \$59,999 | 135 |
| \$60,000 to \$74,999 | 135 |
| \$75,000 to \$99,999 | 77 |
| \$100,000 to \$124,999 | 14 |
| \$125,000 to \$149,999 | 0 |
| \$150,000 or more | 0 |

AGGREGATE HOUSEHOLD INCOME IN 1989 BY HOUSEHOLD INCOME IN

Universe: Households

AGGREGATE HOUSEHOLD INCOME IN 1989

| | |
|-------|-------------|
| Total | 112,055,958 |
|-------|-------------|

FAMILY INCOME IN 1989

Universe: Families

FAMILY INCOME IN 1989

| | |
|----------------------|-----|
| Less than \$5,000 | 159 |
| \$5,000 to \$9,999 | 206 |
| \$10,000 to \$12,499 | 99 |
| \$12,500 to \$14,999 | 108 |
| \$15,000 to \$17,499 | 167 |
| \$17,500 to \$19,999 | 138 |
| \$20,000 to \$22,499 | 211 |
| \$22,500 to \$24,999 | 80 |
| \$25,000 to \$27,499 | 223 |
| \$27,500 to \$29,999 | 127 |
| \$30,000 to \$32,499 | 174 |
| \$32,500 to \$34,999 | 102 |
| \$35,000 to \$37,499 | 167 |
| \$37,500 to \$39,999 | 78 |
| \$40,000 to \$42,499 | 66 |
| \$42,500 to \$44,999 | 74 |
| \$45,000 to \$47,499 | 109 |
| \$47,500 to \$49,999 | 47 |
| \$50,000 to \$54,999 | 79 |

| | |
|------------------------|-----|
| \$55,000 to \$59,999 | 137 |
| \$60,000 to \$74,999 | 133 |
| \$75,000 to \$99,999 | 59 |
| \$100,000 to \$124,999 | 14 |
| \$125,000 to \$149,999 | 0 |
| \$150,000 or more | 0 |

POVERTY STATUS IN 1989 BY AGE

Universe: Persons for whom poverty status is determined

POVERTY STATUS IN 1989

Income in 1989 above poverty level

AGE

| | |
|-------------------|-------|
| Under 5 years | 711 |
| 5 years | 98 |
| 6 to 11 years | 799 |
| 12 to 17 years | 766 |
| 18 to 24 years | 1,164 |
| 25 to 34 years | 1,892 |
| 35 to 44 years | 1,313 |
| 45 to 54 years | 889 |
| 55 to 59 years | 351 |
| 60 to 64 years | 462 |
| 65 to 74 years | 855 |
| 75 years and over | 533 |

Income in 1989 below poverty level

AGE

| | |
|-------------------|-----|
| Under 5 years | 214 |
| 5 years | 31 |
| 6 to 11 years | 225 |
| 12 to 17 years | 157 |
| 18 to 24 years | 143 |
| 25 to 34 years | 334 |
| 35 to 44 years | 171 |
| 45 to 54 years | 104 |
| 55 to 59 years | 24 |
| 60 to 64 years | 57 |
| 65 to 74 years | 135 |
| 75 years and over | 64 |

RATIO OF INCOME IN 1989 TO POVERTY LEVEL

Universe: Persons for whom poverty status is determined

RATIO OF INCOME IN 1989 TO POVERTY LEVEL

| | |
|---------------|-------|
| Under .50 | 748 |
| .50 to .74 | 480 |
| .75 to .99 | 431 |
| 1.00 to 1.24 | 917 |
| 1.25 to 1.49 | 876 |
| 1.50 to 1.74 | 728 |
| 1.75 to 1.99 | 264 |
| 1.85 to 1.99 | 572 |
| 2.00 and over | 6,476 |

RACE BY SEX BY EMPLOYMENT STATUS

Universe: Persons 16 years and over

RACE

White Male

EMPLOYMENT STATUS

In labor force:

In Armed Forces

0

Civilian:

Employed

1,982

Unemployed

252

Not in labor force

948

White Female

EMPLOYMENT STATUS

In labor force:

In Armed Forces

0

Civilian:

Employed

1,470

Unemployed

136

Not in labor force

1,880

Black Male

EMPLOYMENT STATUS

In labor force:

In Armed Forces

0

Civilian:

Employed

0

Unemployed

0

Not in labor force

0

Black Female

EMPLOYMENT STATUS

In labor force:

In Armed Forces

0

Civilian:

Employed

0

Unemployed

0

Not in labor force

0

American Indian, Eskimo, or Aleut

SEX

Male

EMPLOYMENT STATUS

In labor force:

In Armed Forces

0

Civilian:

Employed

5

Unemployed

0

Not in labor force

6

Female

EMPLOYMENT STATUS

In labor force:

In Armed Forces

0

Civilian: